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Hongkong Sunday Herald.

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Vol. VII. No. 334.

號十二月七

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HONG KONG, SUNDAY, JULY 20, 1930.

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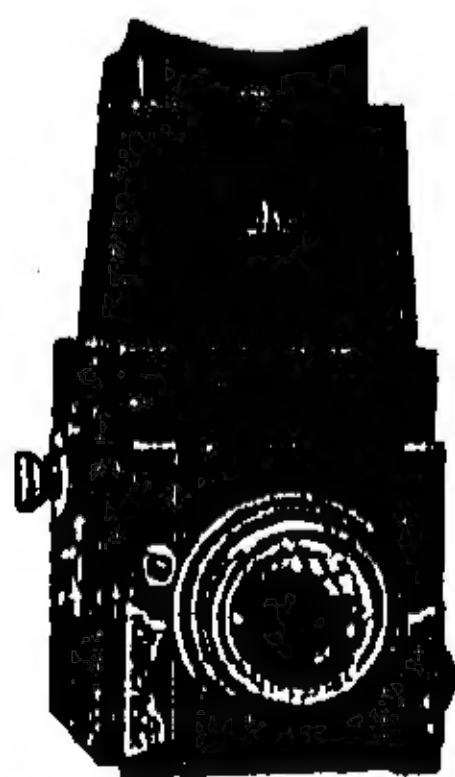
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HANKOW OUTRAGE.

Two Hong Kong Owned
Steamers Fired On.

SHELLS GO WIDE.

"Reds" Field Guns Find S.S.
Chungking A Difficult Target.

Hankow, Yesterday.
A number of outrages perpetrated on foreign shipping in the vicinity of Hankow are reported to-day. Recently vessels have been fired on by field guns manned by the "Reds" in the neighbourhood of Wusueh.

The latest victims are the s.s. Chungking, the Hong Kong agents for which are Messrs. Butterfield and Swire, and the s.s. Kung Wo, whose local agents are Messrs. Jardine, Matheson and Co., Ltd. It is reported that these vessels were fired on, but were not struck by any of the shells.

The s.s. Chungking, a steel-screw vessel of 2,171 tons, is owned by the China Navigation Co., Ltd. Constructed at Taikoo Dockyard in 1914, she is a single-decked vessel with a length of 279.3 feet and a beam of 24.3 feet.

The s.s. Kung Wo, built by the Hong Kong and Whampoa Dock Co. in 1921 for the Indo-China Steam Navigation Co., Ltd., has a burden of 4,355 tons, a length of 350 feet and a beam of 48.5 feet.

Yochow Customs.
The Chinese Commissioner for Customs at Yochow arrived at Hankow to-day and reported that the Yochow customs are now nominal. Dues will in future be collected at Hankow until further notice.—Reuter.

JAPANESE MINISTER TO
CHINA.

Guarded Statement From
Nanking.

"NO COMMUNICATION."

Nanking, Yesterday.
Interviewed as to the truth of the report alleging that Mr. Harita, Director of the Bureau of Asiatic Affairs of the Japanese Foreign Office, has been nominated Japanese Minister to China, a spokesman for the Ministry of Foreign Affairs declared that he had no knowledge of the subject.

"The Ministry of Foreign Affairs," the spokesman explained, "has received no communication from the Japanese Government either officially announcing Mr. Harita's nomination or, as most modern States do, confidentially inquiring, prior to the appointment, whether the intended agent is acceptable to the National Government." Canton News Agency.

GHASTLY CRIME.

Mr. C. S. Goddard of
Customs Murdered.

ROBBERY MOTIVE.

Shanghai, Yesterday.
Mr. C. S. Goddard, Inspector of Examiners of the Chinese Maritime Customs, was murdered early this morning at his residence in North Szechuen Road. The cook and assistant-cook were taken into custody, and the latter confessed that he killed Mr. Goddard with a chopper, the motive of the crime being robbery. Mrs. Goddard is at present on holiday in Hong Kong.—Reuter.

NEXT TEST MATCH.

Changes in English
Team.

NEW PLAYERS SELECTED.

London, Yesterday.
The English team for the next Test Match, which will commence at Old Trafford, Manchester, next Friday, has been selected as follows:—

A. P. F. Chapman, (Captain).
K. S. Dulleppinghill.
R. V. W. Robins.
I. A. B. Peables.
Hobbs.
Sutcliffe.
Hammond.
Tate.
Leyland.
Nichols.
Duckworth.

"Patsy" Hendren is twelfth man.—Reuter.

Several Changes.

It will be noted that several changes have been made from the team that did duty for England in the last Test. Robins has been restored to favour, whilst Peables, the Oxford and Middlesex amateur, gets his first chance against Australia. Nichols, of Essex, is brought in for the first time in a representative game.

Larwood, the Nottingham speed merchant, whose one wicket proved so expensive in the last Test, has apparently been dropped, as has Geary, who met with little success at Leeds. Dick Tydesley, of Lancashire, is also amongst "the missing."

EX-PREMIER'S DEATH

Chief Justice Who Was
Born in Shetland Isles.

SIR ROBERT STOUT.

Wellington, N.Z., Yesterday.
The death occurred to-day of the Rt. Hon. Sir Robert Stout, K.C.M.G., P.C., a former Prime Minister of New Zealand and a member of the Legislative Council since 1926.—Reuter.

[Sir Robert Stout was born in the Shetland Islands in 1844 and was called to the New Zealand Bar in 1871. He was a Member of the Provincial Council for Otago in 1872 and Provincial Solicitor from 1872-6. Elected to the General Assembly in 1875, he was appointed Attorney General in 1878, and the following year Minister for Lands and Immigration. From 1884-87 he was Premier Attorney-General and Minister of Education and Chief Justice of New Zealand from 1899 to 1926. The deceased held honorary degrees at Oxford, Manchester, and Edinburgh Universities, and was Chancellor of New Zealand University from 1903-23.]

COUNT OKU DEAD.

Last Commander of
Russo-Japanese War.

FOUGHT IN CHINA WAR.

Tokyo, Yesterday.
A link with the Russo-Japanese War was recalled by the death to-day, at his Tokyo home, of Field Marshal Count Yasukata Oku, from kidney trouble.

The Count, who was the last surviving Army Commander of the historic campaign, was 84 years of age.—Reuter.

[An ex-Chief of General Staff and a Member of the Supreme Military Council, he entered the Army in 1871, and won distinction in the Civil War of 1877 for having cut through the besieging lines of the rebels around Kumamoto, thus establishing connection with the re-inforcements that were coming to its rescue. He commanded the 5th Army Division (Hiroshima) in the war between China and Japan and was created a Baron. Later he was appointed Commander of the Tokyo Bay Defence, Commander of the Eastern Military Districts, and other high posts. In 1903 he was appointed to be full General and in that year attended the Durbar at Delhi. Count Oku led the Second Division in the Russo-Japanese War and was appointed

TOLL OF TYPHOON.

Wind Attains Velocity of
112 Miles an Hour.

STORM'S FEROCITY.

Thousands Saved Owing to Timely
Warning Given.

Tokyo, Yesterday.
Fuller reports of the Kyushu typhoon indicate that the deaths and injuries among land dwellers are relatively small in view of the storm's ferocity, owing to ample warning having been given.

About 80 persons are known to be dead ashore, but it is feared that the total has been greatly swelled by sea tragedies.

Even afloat due warning saved scores, for, although hundreds of boats, mostly fishing craft sank, the majority of these were tied up in the harbour and their crews were safe ashore.

Fairly comprehensive reports are available from Fukuoka and Nagasaki Prefectures.

Houses Destroyed.
At Fukuoka 11 persons were killed ashore and 21 are missing. Eighty-eight were injured and 1,000 houses were destroyed and 10,000 damaged.

At Nagasaki, where the wind attained a velocity of 112 miles an hour, it is reported that 600 houses were destroyed and 1,800 damaged, and over 200 boats, mostly fishing sampans, sunk.

Keishan and Province and Korea. It is believed, were seriously stricken, but no details are forthcoming, communications being wiped out.—Reuter.

SENATOR BORAH.

Ordered to Take a Long
Rest.

Washington, Yesterday.
Senator Borah has been ordered a long rest, as his health is suffering



from his prolonged exertions in Congress.—Reuter's American Service.

GROWING EMPIRE.

Purchase of Greenland
for Britain.

U.S. OPPOSITION LIKELY.

Washington, Yesterday.
It is reported in the U.S. Press that the British Government are considering the possibility of buying Greenland from Denmark, or extending its treaty rights there, with a view to establishing a base for the northern air routes to Canada.

It is pointed out that the United States has relinquished its claims to northern Greenland, which it advanced in view of the late Rear-Admiral Peary's explorations at the end of the Nineteenth Century, and when the United States purchased the Virgin Islands from Denmark in 1917, but Washington might consider itself to have a rightful interest in such a matter on the ground that any extension of influence of European powers in the new world was contrary to the Monroe Doctrine.—Reuter's American Service.

Chief of the General Army Staff in 1900, being promoted to Marshal in 1911. He lived at Ushigome, Tokyo.]

WHO'S WINNING?

Propaganda Runs
Riot.

SPECIAL "RELEASES."

Shanghai, Yesterday.

The war news for the last few days is confusing. If the official communiques issued by the contending factions are correct the opposing armies have "marched through" each other on all fronts, with both sides inflicting heavy casualties.

The latest official despatches from Hsuehchow state that nearly a whole brigade of Shansi troops were surrounded and disarmed by Government forces to the north-west of Tawenkow yesterday. Severe fighting is still raging near Chowtsun, it is added, and the Shansi troops in Tsinan are making preparations to evacuate.

On the Lushan front the Kuomintang are attempting another attack on the Government's left wing near Lushan in west Honan. They were driven off on Thursday after a three-hour battle.

"Owing to various militia corps in Shensi and Kansu threatening the rear of the Kuomintang, Feng Yu-hsiang, the message adds, 'has ordered the transfer of two cavalry divisions from the front to Kansu.'—Reuter.

Another Version.

Canton, Friday.

What with repeated defeats in Kwangtung, Kwangsi and Hunan, particularly the last overwhelming defeat suffered at Hengchow, and what with the summary desertion of his best troops thereafter, Chang Fa-kuei, the leader of the "Ironclads" whose military exploits have earned him the sobriquet—the "De Wet" of South China war, has at last decided to retire, such is the report to hand. In a circular, said to have been issued by him, Chang announces his retirement into private life. The decision is largely brought about by the disaster at Hengchow, where, as previously stated, almost the entire "Ironclads" were wiped out, while the remnants have since been transferred to the command of the Kwangsi General Hsu Chung-wu.

Nationalists Recapture Wuchuan.

Shanghai, Thursday.
The following news was released by the Hsuehchow Field Headquarters on July 17:—
The Nationalists' right wing, under the command of Liu Chih and Chen Chi-cheng on the Tientsin-Pukow line, recaptured Wuchuan railway station on July 16 after a severe battle with the enemy, who have since retreated in the direction of Ningyang.

The Nationalists' left wing having passed Tsaochow, are now approaching Tungming.

The Last Reserve.

Yen Hsi-shan has decided to reorganise the entire body of the volunteer corps (Pao An Tui) to reinforce the Shansi-ites on the Tientsin-Pukow line. This is regarded as an indication that Yen is calling up his last reserve, as the regular forces have already been used up at the various fronts. The destruction of this Corps will mean the final destruction of the Shansi-ites.

Four regiments of the 3rd Training Division of Chien Tachun were under instructions to proceed on the 16th from Pukow to the Tsin-Pa front; Chien being, however, unable personally to direct his troops, being detained by military affairs at Hankow, his men will temporarily be placed under the control of Hu Pak-han, under instructions of Marshal Chiang Kai-shek.

A Tsinan message states that the Shansi-ites under Chang Yanku arrived on the 16th at Yang-chiawang railway station on the Kincow-Tsinan line. Communist

"OUR AMY."

Following in the Wake
of Raleigh

HER AMBITION.

To Make The Empire Glorious in
The Air.

Bombay, Yesterday.
Will our Drakes and Raleighs of the future be women, instead of men? One is led to this intriguing belief by the fervent declaration made by Miss Amy Johnson, the gallant young woman who recently flew from Britain to Australia.

She arrived at Bombay by the P. and O. liner s.s. Naldora this morning and was greeted at the quayside by crowds of admirers of all races and conditions of life. "Our Amy," as she has fondly become to be known, was driven to the Bombay Flying Club, where she attended a breakfast given in her honour by that Club jointly with the Bombay Yorkshiremen's Club. The event was attended by many prominent Europeans as well as Indians.

"My Ambition."
Replying to several speeches of congratulation upon her splendid feat, Miss Johnson declared with a burst of enthusiasm: "My ambition is to make our Empire as glorious in the air as it is in the sea." (Loud cheers.)

Subsequently, Miss Johnson drove through the City in state, being cheered by enormous and enthusiastic crowds as though she were a beloved queen returning to her country.

After a round trip of sight-seeing, "Amy" re-joined her ship in the afternoon and continued her voyage homewards.—Reuter.

Things That Matter.

To-day's Diary.

Fifth Sunday after Trinity.

Entertainments.

Queen's Theatre—"Their Own Desire."

Central Theatre—"Abie's Irish Rose."

Majestic Theatre—"Partners in Crime."

Star Theatre—"Home James."

World Theatre—"Cabaret."

5.30 and 9.20 p.m.; "The Broken Chord," Chinese picture, 2.30 and 7.20 p.m.

Home Malls.

Outward via Siberia, Monday, 6 p.m.

General.

Religious Services—Sailors' and Soldiers' Home Service-men's Bible Class, 3 p.m.; Social Hour, 8.30 p.m.

Golf—Bogey Pool, Fanling.

Lighting-up Time—7.10 p.m.

Tides—High, 4.10 a.m. and 4.55 p.m.; Low, 11.32 a.m. and 10.16 p.m.

Weather Forecast.

A depression covers S.W. China.

Forecast:—S.W. or variable winds, moderate; generally overcast; rain.

The Dollar.

Yesterday's closing rate of the dollar on demand was 1/3 1/4.

Relations between Weishan and Tsinchow are now interrupted.

Fighting Imminent.

After linking with the Kiangsi mutineers the rebels under Lu Hsin-pang are again active, and fighting is imminent.

A wire from Amoy states that Anhui and Tsinchow in the south-eastern border of Fukien were wrested on the 15th by volunteers from the rebels affiliated with Lu Hsin-pang. The rebels under Koo Wai-kuo evacuated Chumchow on the night of July 14, to which marines have been sent to maintain order.

Martial Law in Shanghai.

July 17, being the memorial day of the Communists, martial law was temporarily declared both in the Foreign Settlements as well as in the Chinese city.—Canton News Agency.

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Berta Ruck.

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EXCURSION TO MACAO.

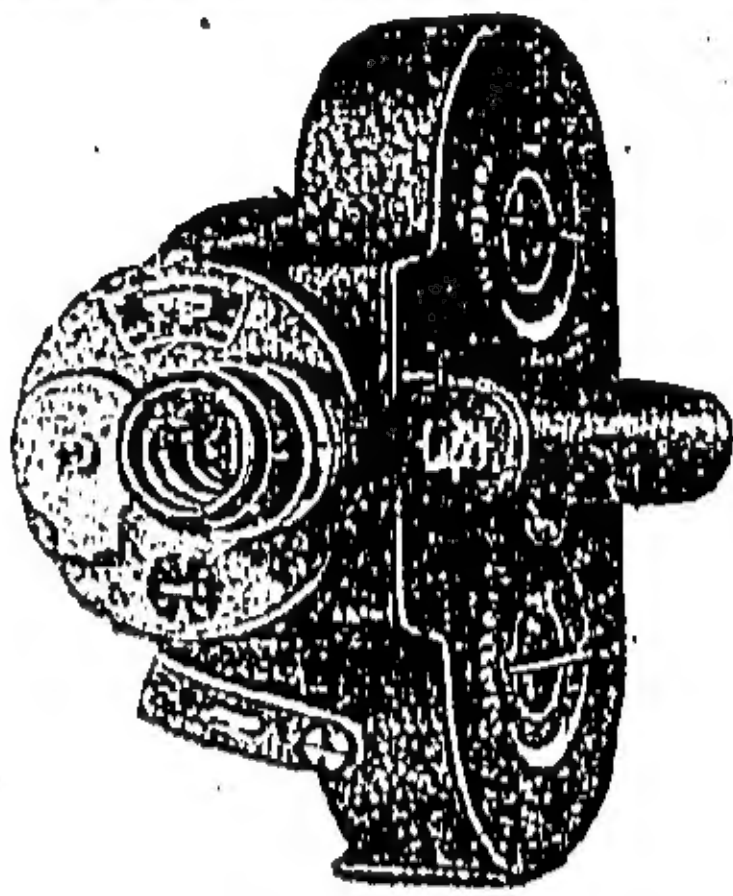
SUNDAY, 20th July.
S. S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m. and from Macao at 4.00 p.m.

NOTE.—All Steamboat Company's steamers are fitted with wireless.

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HOME SPORT

RACING

Riders and the Epsom Course. Several of the less sophisticated sporting writers have been industriously explaining to their readers just why their selections for the classic races failed to win at Epsom. One of them remarks, with more truth than he perhaps realises, that "over the Epsom course it is of little use paying too much attention to what has occurred elsewhere."

Another declares, as if it were an excuse, that the classic colts of this season are a moderate lot. And they nearly all agree that the jockeyship was poor. Every year when the favourites are beaten one hears the same complaint, which is distinctly unfair to the riders.

"The riding in the Derby," says one writer, "still seems to be a matter of interest, some people considering that too much use was made of Diolite and Ruston Pasha, other people considering that both Beary and Ray rode good races. If either of them had ridden the winner he would have been praised. Because neither was successful each is blamed."

"The jockeys who have to ride Derby favourites are in an unhappy position, for if they win it is said that any one could have ridden the winner, but if they are beaten it is alleged that any one else would have ridden a better race. The charge, against Ray and Beary that they rode their mounts into the ground is not borne out by the time that the race was run in or by other facts."

"The photographs of the race show that Diolite was always going well and easily and not being forced. He is a free-going colt, and Ray is always seen holding him. The same applies to Beary and Ruston Pasha. Blenheim, the winner, probably went much faster than either Diolite or Ruston Pasha for the middle half-mile."

"For the first four furlongs, at least, Blenheim was some way behind Diolite and Ruston Pasha, but half a mile from the finish, when Diolite and Ruston Pasha were still in front and going well, Blenheim was only a few lengths behind them. Yet no one has suggested that at any part of the race Wrang rode Blenheim into the ground, but then Blenheim won."

Fair Isle's failure in the Oaks is generally attributed to lack of stamina. She was beautifully ridden, but after a mile and a quarter she obviously had no winning chance. Rose of England won in a style which showed her to be a long way the best of her sex."

RUGBY

The Close Season Rule. A proposal to extend the close season will be made at the annual general meeting of the Rugby Football Union. It is suggested by the committee to alter by-law seventeen and make it read: "That, commencing season 1932-33, the close season shall begin on April 21 and end on September 15, both dates to be inclusive."

Gloucester R.F.C. will put forward an amendment: "That the present by-law stands except that September 7 be substituted for September 1."

In connection with the laws of the game, the committee will propose, in No. 19, which deals with the penalty for charging and obstruction: "In the event of the ball alighting in in-goal the mark shall be at a spot ten yards from the goal, etc." Instead of "at a spot not less than ten yards, etc."

The committee have nominated the following officers for re-election: Mr. W. T. Pearce, President, Messrs. A. D. Stopp and R. F. Oakes, Vice-Presidents, and Mr. E. Prentiss, Treasurer.

Two great workers for Rugby football, Major George Hooper Harnett and Mr. Harry Rockett, have just died. George Harnett was for 21 years hon. secretary of the London Society of Rugby Referees, and himself refereed many international as well as inter-Varsity matches at Queen's Club. He was for 40 years hon. secretary of Kent County and, following the death of Sir Rowland Hill, became permanent president. He was first elected to the R.U. Committee in 1897 and served until 1913. During this time he and "Billy" Williams discovered the cabbage patch at Twickenham which is now the R.U. headquarters. Harry Rockett was for thirty years secretary of the Richmond Athletic Association, and he staged thousands of games at the Athletic grounds, including international.

GOLF

Irish Championship.

C. A. Whitecombe, of Crows Hill, won the Irish Open Championship at Portrush with a score of 289 for the 72 holes, which gave him a clear lead of eight strokes over his nearest competitor, Abe Mitchell. C. A. Whitecombe made no mistake in his last round, finishing in 71 for an aggregate of 289, and so making certain of victory. His outward half did not promise a brilliant score, for he took 38 to the turn. He began the homeward journey with two 4's, had a "birdie" at the 12th and another at the 16th, and was home in 33. W. H. Davies played a splendid round of 72 in the afternoon, de-

PICTORIAL GOLF INSTRUCTION

BY
H. B. MARTIN

DO NOT GET BODY INTO SWING TOO QUICKLY.

KEEPING THE LEFT EAR ON THE HOLE, ANOTHER WAY OF SAYING "HIT UNDER THE CHIN" OR HIT PAST THE LEFT TOE.



Some experts insist that the only way to make a golf shot is to hit out at the ball by what is known as hitting past the chin. Not a bad idea if one can remember to keep the chin in a position to hit past it. If one cannot remember this he may remember that there is another tip just as good: "Keep the left ear on the hole or the pin" or still another good idea "Hit past the left toe."

One can employ all of these ideas and it will merely mean that he has followed a very old golfing rule "Keep the head down" or still another one of the early tips "Keep the eye on the ball." There will be no temptation to look up if one is not tempted to get the body into the swing too quickly.

(Copyright 1929 by The Bell Syndicate, Inc.)

ing the last nine holes in 34, and he seemed likely to take second place with his aggregate of 299, but Mitchell, the last player to finish, also did a 72. He was out in 37, but he came back in 35 to equal the score of Davies, who was robbed of second place by two strokes.

On the same day another European title was fought out and this, like so many others this year, went to the United States, when G. von Elm, a former American amateur champion, won the French Open Amateur Championship with a victory over R. G. Morrison, of the Chantaco Golf Club, near Biarritz, by the comfortable margin of nine holes up and eight to play. The final round was played in very hot weather over 36 holes at La Bouille, a charming and moderately difficult course tucked away in the wooded countryside near Versailles.

Mark Seymour, of St. Leonards, led the field by two strokes at the end of the first round of the 36 holes golf competition for £100 on the Bognor course on June 11. In his round of 71, which had an opening half of 36, he had three remarkable 3's at the sixth hole (385 yards), the eleventh (612 yards), the longest hole of the course, and the fourteenth (400 yards).

SWIMMING.

New Channel Attempt.

Mr. E. H. Temme, of Flatow United Swimming Club, is training for a new Channel attempt. He swam the Channel in August, 1927. Already two women have started training at Dover for an attempt to swim the Channel. The cost of this, when the trainer has his fee, the hotel bill is paid, and the attendant boats are hired, runs into something approaching £100.

TENNIS

British Failure in Davis Cup.

At Eastbourne Great Britain was eliminated in the Davis Cup competition, when H. O. Hopman, beating H. G. N. Lea by 6-3, 4-6, 7-9, 6-2, 6-4, gave Australia the third of the matches necessary for the rubber. It was not the spirited finish that the score of this match of five sets would seem to indicate.

Both players were almost completely unnerved by the ordeal, which certainly was trying, and they only rose superior to their feelings in the height of the struggle, though they wavered in every crisis. Lea did not play as he did in his steady progress through the trial match and at the Hard Court Championships, but he played more as he did two seasons ago, with a formidable forehand drive and little else to supplement it.

Neither did Hopman play as when he beat J. C. Gregory on the same courts the previous week in three sets, for he did not show good judgment in the first three sets.

The University match at Cambridge ended in an overwhelming victory for Cambridge, who won by 13 matches to three on the two days' play. This is the 46th match of the series, of which Cambridge have now won 22. Oxford have been successful 14 times and 10 have been left drawn.

The American men's lawn tennis team arrived in England on June 10 and were hard at practice at Wimbledon on June 11. Here are Mr. S. N. Doubt's first impressions of some of the more prominent members:—

John H. Doeg has the reputation of having the fastest service in the world, and judging from some of the deliveries he sent across the net yesterday he fully justified that reputation.

His action is deliberate and easy. He does not throw the ball up much higher than Tilden, but he certainly outpaced Tilden's well-known "Cannon-ball" service which, up to now, was considered the "fastest ever." Fortunately for Doeg's opponents his ground shots are comparatively weak. He cuts the returns of the service and then goes to the net, and when there he is very difficult to dislodge. Overhead he is as deadly as M. McLoughlin at his best. This is Doeg's first visit to Wimbledon and he is sure to be a "draw."

G. M. Lott has definitely improved since last year. He plays a quieter game, uses the whole court and is in much better training than formerly. Lott impressed me more than any of the Americans.

J. van Ryn and W. Allison, who hold the doubles championship, merely opened their shoulders and tried to find their land legs. What they did was delightfully free and attractive, at the same time they gave no indication as to their present form.

YACHTING

Lipton's New Shamrock.

The yachting race on June 11 for the big cutter class, the last of the special events arranged to be sailed on the Solent for Sir Thomas Lipton's new America's Cup challenger, Shamrock V, was under the burgee of the Royal Yacht Squadron. The breeze was light and rather fluky in direction in the morning, but in the afternoon it blew steadily from the westward, and although it took the big boats over 4½ hours to sail the first round, they were sent round a second time.

This was done with a view to giving Shamrock V, who had had a good lead a thorough trial on a peg to windward. She came out of this well, leading Britannia home by a handsome margin. Her record is now eight firsts, a second, and twice unplaced.

FOOTBALL

Aston Villa and Hury.

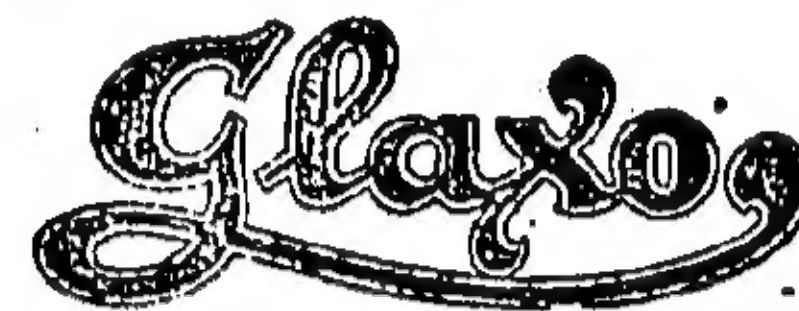
The annual report of the Aston Villa F.C. shows a balance of income over expenditure for the past year of £2,810, and the directors recommend a dividend of 5 per cent. Gate-money totalled £64,000 and £22,828 was expended in players' wages, bonus, benefits, transfers, etc.

Bury F.C. show a profit on the year of £900. There was a decrease in gate receipts and other sources of income, the report says, but the transfer of players realised £2,403.



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LAWN BOWLS.

Hints To Players in Singles.

QUESTION OF TEMPERAMENT.

[By "Short Head"]

In view of the Open Singles Championship and the various Club competitions that will be resumed as soon as the weather permits, the following hints may be opportune:

One.—Play to a system. Study your opponent's temperament, his strength and weaknesses, his preferences and limitations, and formulate your plan of attack and defence accordingly. No two bowlers are alike. The personal equation counts for much, and you cannot beat a man till you have taken his measure. When you have gripped his strategy and methods, play him as well as deliver your bowls. Each head is a distinct problem. Therefore no one rule for determination can apply.

Second.—Make use of your opponent. If you win the toss cover your desire to estimate the pace and draw of the green from his first delivery, by offering him the courtesy of laying the mats, unless you wish to set the length. Watch his every bowl. If his draw is the same as yours follow his good shots, and correct from his loose ones.

Getting Your Length.

Three.—Length depends on sympathetic touch which must be acquired as the first essential of success, but width is capable of external aids. Pick a spot on each hand over which a good bowl has travelled—the nearer to the mat the more conducive to accuracy—twenty feet away is sufficient, and bowl for it irrespective of where Jack lies.

Four.—When the pace differs on the two sides of a rink, work up and down on the hand that best suits your touch.

Five.—A backhand shot requires more push than a forehand one. If inclined to overdraw on the forehand change over and thus counteract the tendency to over-run the Jack.

Six.—Calculation of windage calls for judgment and manipulation. If more accurate on the narrow hand, stick to it. Under gusty conditions it is better to take the wide sweep, swing out, and trust bias, rather than the vagaries of cutovers and hang-outs that destroy self-confidence.

Seven.—If winning, keep uniform lengths. If not, chop them to disturb your opponent's touch. If successful, persist in quick changes by adjusting to combat signs of returning accuracy at any new distance.

Eight.—Drive only as a last resort. What is gained by a successful drive is often doubly sacrificed by lost touch.

Distracting Bowls.

Nine.—A position bowl is better than a block. You cannot block a versatile player with one bowl. Short blocks are better than close ups. They have no relational value to the counts, are more distracting than a barricade around the Jack, and are not liable to be smashed into the danger zone. Just beyond the 40 feet limit is the best block.

Ten.—The eye dominates bowls. Only when you "get your eye in" can you bowl consistently. If you cannot focus the Jack along the right curve, leave the green for a few seconds, gaze over the fence at a distant object, and often slight readjustment will harmonize your vision with relational distances that were blurred before.

These few hints must be tempered with the saving admonition that bowls is not machine-gun spraying, not mere conformity to a rigid formula, not the mechanical delivery of pet shots or getting near the Jack every time. These include the art of bowls, but the science lies in a clear conception of the best method of solving hand-problems, and the player who works to a system has a great advantage over one who thinks haphazardly and acts impulsively.

FOURSOMES MATCHES.

The Substitute Rule Considered.

I take the following from an Australian paper, which has some points of interest to players in this Colony: An incident in the Champion Pairs Competition drew attention to the fact that while the A.B.C. has laid down with meticulous care the conditions under which a substitute can be played in a four match, no reference whatever is made to the pairs game throughout the whole code.

A proposal to correct the oversight by applying the provision of Rule 4 to pairs, provoked an animated debate at the last Association meeting. The ten delegates who opposed extended applicability

argued pairs limited the scope of accidents from four to two, and feared extension might lead to sharp practices—a fairly remote contingency in bowls when an efficient umpire is in charge. The fourteen who supported it, contended what was sauce for four bowlers should certainly suffice for two, and if legislation is needed to prevent the penalising of three players, it should consistently apply to one.

Rink Substitutes.

While on this point it seems necessary to repeat that substitutes in a rink are not compelled to play in second position. They may play leader, scorer, measurer or skipper. If the originally selected player arrives before the completion of the sixth head, and he elects to join the team, he can take his rightful place. If after the sixth end he shall act as scorer.

Trying to educate bowlers on the laws of the game is a thankless task. Few bowlers know more than the routine of play, and when anything extraordinary happens, those who know least usually have the most to say about it.

NO PLAY.

Rain Interferes With Programme.

As fully anticipated no play in the Lawn Bowls League was possible yesterday, all the greens being under water.

Next Saturday's Games. The programme for next Saturday is as follows:—

Division I.

Tai Koo R.C. v. Kowloon Dock R.C.
Civil Service v. Craigengower C.C.
Police R.C. v. K.B.G.C.
Club de Recreio v. K.C.C.

Division II.

Electric R.C. v. Club de Recreio.
K.C.C. v. Tai Koo R.C.
K.B.G.C. v. C.S.C.C.
Craigengower C.C. v. Yacht Club.

RECORDS OF THE SHIPS.

Division I.

	W.	D.	L.
Luz (C. de R.)	9	0	1
Redoubt (C.C.C.)	8	0	2
Wetherston (T.R.C.)	8	0	2
Fraser (K.C.C.)	7	0	3
Grimm (C.S.C.C.)	6	2	2
Baan (C.C.C.)	6	2	2
Wu (C.S.C.C.)	6	0	4
Lapley (C.C.C.)	6	0	4
Wallace (T.R.C.)	6	0	4
Gregory (C.S.C.C.)	6	0	4
Omar (C.C.C.)	6	0	4
Hollands (K.B.G.C.)	4	1	4
West (P.R.C.)	4	1	5
Silkstone (K.C.C.)	4	0	6
Cullen (K.D.)	3	0	7
Ferguson (T.R.C.)	3	0	7
Rebelle (C. de R.)	3	0	7
Drummond (T.R.C.)	3	0	7
Goodman (K.D.)	2	0	8
Johnston (K.B.G.C.)	2	0	8
Whitley (K.B.G.C.)	2	0	8
Marques (C. de R.)	2	0	8
Gow (K.B.G.C.)	1	0	9
Alison (K.D.)	1	0	9
Owick (C.S.C.C.)	1	0	9
Gibson (K.C.C.)	1	0	9
Moss (C.S.C.C.)	1	0	9
Gray (K.D.)	1	0	9
Drummond (T.R.C.)	1	0	9
Gelz (K.D.R.C.)	0	1	0
Lyn (K.C.C.)	0	1	0
McKillop (K.D.)	0	1	0
Dick (T.R.C.)	0	1	0
McFadden (K.B.G.C.)	0	1	0
Yvanovich (C. de R.)	0	1	0
Lammert (K.C.C.)	0	1	0
Post (P.R.C.)	0	1	0
Hargreaves (P.R.C.)	0	1	0

Division II.

	W.	D.	L.
Roylance (K.B.G.C.)	7	0	2
Hollands (C.S.C.C.)	7	0	3
Labrum (K.C.C.)	6	0	2
Chapman (Y.C.)	6	0	3
Bauer (C. de R.)	6	0	3
Walmsley (T.R.C.)	5	1	2
Davidson (K.B.G.C.)	5	0	3
Alven (C. de R.)	4	1	3
Care (C.C.C.)	4	0	3
Conway (C.C.C.)	4	0	3
Archibald (C.S.C.C.)	4	0	3
Drake (K.B.G.C.)	4	0	3
Haynes (C.S.C.C.)	4	0	3
Macfarlane (Y.C.)	4	0	3
Jack (K.C.C.)	4	0	3
Blackburn (K.C.C.)	4	0	3
Gill (C.C.C.)	3	1	2
Stewart (T.R.C.)	3	0	2
Shields (Y.C.)	3	0	2
Silva (C. de R.)	3	0	2
Markett (T.R.C.)	3	0	2
McKenna (T.R.C.)	2	0	1
Ozorio (C. de R.)	2	0	1
Taylor (C.S.C.C.)	2	0	1
Paul (K.C.C.)	2	0	1
Railway (K.B.G.C.)	2	0	1
Duncan (T.R.C.)	2	0	1
di Rocco (E.R.C.)	1	1	0
Johnston (K.B.G.C.)	1	0	0
Thorpe (K.B.G.C.)	1	0	0
Murphy (K.C.C.)	1	0	0
Munro (T.R.C.)	1	0	0
Phillips (K.B.G.C.)	1	0	0
Petheram (K.C.C.)	1	0	0
Collins (C.C.C.)	1	0	0
Reed (C.C.C.)	0	0	1
Rasack (C.C.C.)	0	0	1
Abbs (C.C.C.)	0	0	1
Perera (K.C.C.)	0	0	1
Reid (K.B.G.C.)	0	0	1
Duckworth (K.B.G.C.)	0	0	1
Whyte (T.R.C.)	0	0	1

GOLF

Another British Title for R. T. Jones.

HOW HE WON.

London, June 2.
Robert Tyre Jones, the famous American amateur, is the British Open champion for the third time in five years. His victory at Hoylake on Friday gave him the satisfaction of equalling John Ball's performance in 1890 of winning both our titles in one year, and as he is also the holder of the American Open Championship he is in a position which no other man is likely to attain. Jones's score of 291, made up of 70, 72, 74, and 75, beat Hagen's total at Hoylake by ten strokes, and it is noteworthy that although 301 had never been beaten there in a championship eight men beat 300 last week.

On Friday, when the third and fourth rounds had to be played, Jones was leading the field, one stroke ahead of Robson and three ahead of Horton Smith, who immediately handicapped himself by taking three strokes more than the par score for the first two holes. Jones played the first hole in four rather luckily—his drive hit a bunker but came back on the fairway—and at the second he bunkered his niblick shot and lost a stroke, whilst at the third he hooked his drive out of bounds, found the rough on the other side of the course with his spoon, and chipped short, so that for the second time in succession he registered six there.

A Temporary Relapse.

As usual, he then fell into monotonous regularity, nine holes being played in the exact figures without the slightest promise of failure. He was two under fours with five to play, but then—an astonishing thing this with Jones—four fives came in succession. At the fourteenth he was in the rushes to the right with his second; at the fifteenth he was bunkered in front of the green; at the next he took three from just off the edge of the green; and at the seventeenth he spared his second and required three to get down from twenty yards.

Compton, who went off thirty-six minutes later than Jones, said before he began that he felt wonderfully fit, and was going to do either 69 or 79. He soon showed that the lower figure was likely, as one putt of seven feet sufficed on the second green, and at the fourth a putt of eight yards made his total for the forty holes the same as Jones's.

Compton on the Job.

At the tenth and twelfth his iron shots finished five feet behind the flags and he holed the putts for three. At the thirteenth he became seven under an average of four by holding a six-yard putt, and the cheer which greeted the feat was even louder than earlier ones that had warned Jones that his rival was doing great deeds. His attitude as soon as he had hit his second at the fourteenth showed to those who could not see the ball that it had gone awry. It finished in the rushes, as Jones's had done, and his putt out narrowly missed a bunker. He hit the hole from the edge of the green, but had to be content with five. At the next he chipped dead from the right-hand edge of the green, but he disappointed at the long dog-leg hole. His second did not quite get home; he was very short with a chip, and after he had putted fifteen inches past the hole his ball rolled round and refused to drop. The figures of Compton's record breaking round were—

Out: 4 3 2 5 4 3 4 3 4—34.
In: 3 3 3 2 5 4 6 4 4—34.

The Final Round.

The final round was begun with Britain in the unusual position of having the leader, Compton being a stroke better than Jones. The strain undoubtedly had an effect, and Jones was not impressive at the start, although he had a three at the second, where his drive was pushed out so badly that the ball hit a spectator, went across the fourteenth green, and finished in a bunker. The lie was an excellent one, and his shot was so good that it inspired him to hole a putt of about eight yards. On each of the next two greens, however, he used three putts through not getting up to the holes. At the eighth he had a remarkable lapse, as he took seven, pulling his second below the bank against the green, making a very modern pitch, and taking four putts, the last that was missed being of the sort that could be knocked in with the back of the putter.

His 38 out seemed to leave Compton an excellent chance, but the news about Compton was depressing, and it was felt that Jones had only to return steadily to win. He missed three at the short holes, taking three putts at the eleventh and being bunkered at the thirteenth, but little else was wrong. He saved two strokes by very good chips, but fluffed a similar shot at the fifteenth and holed a three-yard

V.R.C.

Programme for Next Night Fete.

ATTEMPT ON A RECORD.

The following is the draft programme for the night fete to be held on August 2:—
1.—50 Yards Handicap—Members.—For those whose time is 30 seconds or over.
2.—50 Yards Hurdle Race—Members.
3.—50 Yards Handicap—Ladies.
4.—One Length Blindfold Race—Ladies.
5.—Two Lengths Blindfold Race—Members.
6.—Attempt on 100 Yards Record by J. R. Johnston.
7.—Challenge Team Race—V.R.C., Kowloon Swimming Club, Chinese Swimming Team, and Services.
8.—Diving—Members—Sealed Handicap.
9.—Water Polo—Hong Kong v. Kowloon.
No post entries will be permitted.
Entries close at 6.30 p.m. on Sunday, July 27, at the V.R.C.

U.S. BASEBALL.

League Games Results.

New York, Yesterday.
The results of the games played in the National and American Leagues are as follows:—

National League.	
New York	8 St. Louis 7
Philadelphia	6 Cincinnati 13
Boston	4 Pittsburgh 12
Brooklyn	2 Chicago 6
American League.	
Detroit	7 Boston 6
St. Louis	14 New York 6
Cleveland	6 Washington 8
Chicago	1 Philadelphia 15

—Reuter's American Service.

JAPANESE GIRLS.

To Represent Japan at International Meet.

Tokyo, July 7.
Six girls, the pick of Japan's feminine athletes, will leave Japan on July 21 for Prague, Czechoslovakia, where they will represent Nippon in the Third Women's Olympic meet.
The six representatives were selected by the Japan's Women's Sport Federation, from the performances they turned in at the annual Japanese Women's Olympics held in April. The Japanese representatives and their events follow:

Miss Sumiko Watanabe, Nogyo Girls' High School—60 metre dash, 100 metre dash, running broad jump and 400-metre relay.
Miss Michi Nakanishi, Nijo Girls' School—80 metre hurdles, 100 metre dash and 400-metre relay.
Miss Yoshie Muraoka, Alchi Girls' High School—60 metre dash, 100-metre dash, broad jump and 400-metre relay.
Miss Nihue Hitomi, representing the newspaper Maishichi of Osaka—broad jump, 200-metre run, triathlon, 60 metre dash, javelin throw 60-metre hurdles and 800 metre run.
Miss Chiyu Hamaaki Nijo Girls' School—broad jump and high jump.

The Japanese athletes range in age from 14 to 23.—United Press

putt for an ordinary four at the seventeenth.

Compton "Cracks Up".
An hour earlier it had been realised that Compton had gone to pieces. He rarely hit a shot right, and when he did make an exception he immediately threw the advantage away. His putting, too, deserted him, and he took 43 to reach the turn, and at the thirteenth he was fourteen strokes worse than he had been in the morning. A worse collapse has not been known since Mitchell squandered his long lead at Deal.

Robson and Horton Smith played very well, but without any hope of overtaking Jones, and then all the attention was given to Diegel, who needed to return in 35 to tie. He dropped a stroke at the eleventh, as Jones did, and when he missed a yard putt at the fourteenth he needed level fours for the remainder. A very good putt at the fifteenth gave him the right figure, but his next drive went into a bunker, and three putts from ten yards left him no hope of anything but second place.

STARTING TIMES AT FANLING.

The Royal Hong Kong Golf Club notifies the following starting times for to-day:—	
9.20 a.m.	W. C. Shields, A. E. Lissaman.
9.24	E. D. Lawrence, C. C. Stark.
9.28	O. Eager, A. D. Humphreys.
9.32	D. J. Keogh, M. N. Cochrane.
9.36	A. Ritchie, W. J. Clerk.

CRICKET.

When It Was a Crime in England.

IN THE MIDDLE AGES.

The man who can be rolled upon to go in and score double figures, whether the wicket be dry, wet, or greasy, was not always an object of hero worship. In the Middle Ages he would have been more likely to fall under the ban of the law, as such skill in any game would imply studied neglect of archery practice, which in those days was compulsory. The Englishman, before the Norman Conquest, was not skilled in archery. His traditional weapons were spears for throwing and the sword or battle axe for close combat; and in their use he had no superior. But it was the arrow of the Norman bowman, rather than the lance of the Norman knight, that beat down the English shield wall at Hastings; and from Hastings until the introduction of firearms rendered it obsolete, the long bow was the arm of the English foot soldier. The crossbow, though introduced into the country by Norman and Angevin mercenaries, never became acclimatised in England. It was the long bow, with its six feet of yew and its clothyard shaft, that the English yeoman adopted as his very own. At Cressy he demonstrated its tactical superiority, not only to the lance of the mounted man, but also to the crossbow of his dismounted opponents. Consequently, while most sports and athletic exercises were matters of private interests, the practice of archery was given special official encouragement. Every able-bodied man below the rank of knight was expected to make himself proficient in the use of the bow. One of the duties of Magistrates was to superintend the practices on the village green, or at the town butts, on Sunday or holy days.

Played With a Club.
Most of our present-day athletic sports were practised, in one form or another, in the Middle Ages. Football, hockey, tennis (the game now called "royal tennis"), lawn tennis is quite a modern development, and club ball are frequently mentioned in statutes and royal proclamations. Club ball was the ancestor of both cricket and baseball. It is curious to note how distance and environment have caused the two games to differentiate on either side of the Atlantic. Even in England cricket was played with a club right down to the nineteenth century.

It was only natural that such pastimes would have a wider appeal than the compulsory practice of archery, a matter which caused the authorities no small amount of perturbation. In 1383, less than twenty years after Cressy, Edward III. found it necessary to write to the Lord Lieutenant of Kent drawing attention to this and pointing out the disadvantages, from a purely military point of view, of this tendency. "Skill in archery having fallen almost wholly into disrepute, our people give themselves up to the throwing of stones and of wood and iron; and some to handball and football and hockey; and to coursing and cockfighting; and some even to other unseemly sports that be less useful and manly; whereby our realm—which God forbid—will soon, as it appeareth, be stripped of archers." Having stated the case in this preamble the King goes on to order his deputy to "have proclamation made to this effect; that every man in the county, sobeit he be able bodied, shall, upon holy days make use in his games of bows and arrows, and learn and practise archery."

Football Banned.
Football, hockey, club ball, and "other idle games," were to be prohibited "under the penalty of imprisonment." The latter, which is still extant, is doubly interesting. It illustrates the official attitude towards sport in general; and it is evidence of the antiquity of our chief sports. In the following reign (1388) it was enacted that "Servants and labourers shall have bows and arrows, and use the same on Sundays and holy days, and leave the playing at tennis, football, club ball . . . and other such importune games."

Edward IV., Henry VII., and the various Scottish kings all promulgated statutes forbidding club ball, football and other sports "account of their interference with archery and had there been daily papers in those days, no doubt elderly gentlemen would have bombarded editors with letters denouncing the way the rising generation were neglecting the more serious affairs of life, for games and sports.

The result was that archery persisted, as a sport, long after the invention of firearms had rendered the bow obsolete for military purposes. But, the forbidden sports have persisted a great deal longer.

SIR THOMAS LIPTON.

Shamrock's Owner a Freeman of Rothesay.

ENTHUSIASM OF OLD FRIENDS.

Rothesay, June 26. The boy who not his first free sail by hauling out boats in the Rothesay harbour, returned today in his painted steam yacht, Erin, to receive the freedom of the town. This was Sir Thomas Lipton, 10 years of age, and the most famous yacht owner in the world. Enthusiastic scenes were witnessed on Sir Thomas's arrival in Rothesay Bay, and when the famous yachtsman alighted from his plane, from the Erin, many attempts were made to shake hands with him, and many of his old friends em-



Sir Thomas Lipton.

barrassed him by surging round and clutching his hands.

Sir Thomas, speaking to one woman he recognised, remarked jocularly, "You see what it is to be a great sail."

"Dear Little Shamrock." There were enthusiastic scenes when Sir Thomas made his entrance into the Winter Gardens to receive the Freedom. When he entered he was received by an upstanding audience numbering about 1,300, and an orchestra burst into the strains of "The Dear Little Shamrock."

Many well-known figures in yachting circles were to be seen among the audience. Prominent among them was Mr. W. F. Robertson, one of the few British yachtsmen who have captured a trophy from the Americans.

Provost MacLachlan said they were met to offer Sir Thomas Johnston Lipton the Freedom of the Burgh.

King of Yachtsmen. Sir Thomas they all held in high esteem. He was of Irish descent, born in Glasgow, and lived in England. (Laughter.) It could be truly said of him that he was the essence of true British sportsmanship.

When a young man, Sir Thomas used to spend his holidays in Rothesay, and there he learned his first lesson in sailing model yachts. Sir Thomas was the "king" of yachtsmen. This was the fifth time he had challenged for the America Cup. His first challenge was in 1899, then again in 1901, again in 1903, and after the war in 1920. This time they wished him the success he richly deserved.

The Town Clerk, Mr. R. D. Whyte, read out the burgess ticket, which states that the honour was being conferred on Sir Thomas in respect of his keen interest in yachting, and in recognition of his sportsmanship in challenging repeatedly for the America Cup.

The casket presented to Sir Thomas bore the coat of arms of Rothesay, and also those of the Baronet. On one side there was an engraving of Rothesay Bay, on the other an engraving of Shamrock V., and also the first yacht that Sir Thomas owned.

For Off Days. Sir Thomas in rising to reply was greeted by an upstanding audience which sang lustily, "For he's a Jolly Good Fellow."

The famous yachtsman recalled his early association with the town, where his father and mother had often spent their holidays. These days, he said, were the happiest of

his life. Rothesay held a very dear place in his heart. In his early days he used to spend a good deal of time hauling up boats, and baling them out, in order to get a sail for nothing. (Laughter.)

He recalled the first time he ever stayed in a "swell" place, that was the Rothesay Hotel, and the following morning he met an old boatman, George Taylor, and when he had told Taylor where he had been staying, the latter replied, "Whit's wrang wi ye?"

"I have never told this story before," added Sir Thomas, "in case people might have wondered if I was ready for a mental home." (Laughter.)

Coming Home? Sir Thomas went on to refer to his latest challenge for the America Cup. The Cup, he said, has been away from home a long time, it has been away for 79 years, and I know how you would feel if you were away from home for such a long time. (Laughter.) If I bring the cup home from America I will bring it to Rothesay in order to let my old friends see it.

"I have always had a square deal in America," added Sir Thomas, "if the American made a mistake it was always in my favour, and I am certain that a large number of Americans will be delighted if I win the Cup this time."

"Last time I tried for the Cup, an old coloured woman in America said she had a boy of 15 who was jet black, and had the reddest hair in America. She offered this boy as a mascot."

"I replied to the letter stating that I had a lot of animals as mascots, and if I lost the contest these animals would be let loose and the boy would be devoured by them. The woman replied thanking me for my kindness for saving her son."

Tribute to Mother. "A few years ago," added Sir Thomas, "I received the Freedom of Glasgow, and I said on that occasion that I wanted every ambitious lad to feel that the way was open to his success just as it had been for him if only they would take their mother as their guiding star."

He attributed his early success to his dear mother, and there was no prouder boy in Glasgow than himself when he was able to hand her over his first half-crown.

In conclusion, Sir Thomas wished Rothesay all possible success.

GOOD LUCK!

America Cup Challenger Leaves Britain.

London, Yesterday. Sir Thomas Lipton's America Cup challenger, Shamrock the Fifth, left for America from Portsmouth this morning, escorted by the steam yacht Erin, amid the cheers of thousands and the hooping of sirens from ships in the harbour.

Determined to Win. The crew of Shamrock the Fifth are confident of success, seeing that the yacht has won 15 out of 22 races in home waters. The crew numbers 22, including Captain Heard, who graduated as an A.B. on Shamrock the Third. All are fishermen and teetotalers and many non smokers. The average age is 28. It is believed to be the youngest crew that ever participated in the race.

The voyage will take nearly a month.

Sir Thomas Lipton is confined to his house in London through indisposition and was unable to see the Shamrock's departure. He declared that he is determined and confident to get "that old mug."—Reuter.

FEZ-TOPPED MORO ADVENTURERS.

Leave Pasig for More Fertile Seas.

34 FRAIL CRAFT.

Manila, July 10.

Paddling silently out of the Pasig River in the rain of yesterday morning, and spreading their huge many-coloured sails as they cleared the breakwater, the fleet of Moro vintas disappeared into the mist heading north towards Lingayen Gulf. Here the 152 hardy adventurers who made up the crews of the 34 frail craft will dive for giant sea-turtles, from which are made delicious soups. The shell brings money too.

The turtle hunt is late. Bad weather held up the departure of the vinta fleet and the hardy band of fez-wearing, saw-toothed, 20th Century vikings were already beginning to feel restless on account of being so long in a strange city. The street-cars that go rumbling over Jones Bridge and the automobiles zooming past were already telling on the nerves of the seafarers in the vintas anchored beneath the span in the muddy Pasig.

So yesterday morning they decided it was time to resume their journey. With Tapi, balloon-troussed and bronzed, commanding the vinta flagship, the fleet set sail with visions of submarine combats with the giant sea-turtle.

The visit of this adventurous band to Manila is one of the modern day epics of the sea. Lured by tales of the great city that lay to the north, they built coverings of bamboo over their fragile-looking boats, provisioned them with rice and dried fish, hoisted their sails and set out from their homes in South Ubian Island in the province of Sulu.

For twenty-five days they sailed in fair and rough weather all alike to these sons of the sea. There is one of the small islands of the Tawitawi group far to the south of Jolo, where Sultan Hamdul Kiram lives with his sultanas and almost due south from Manila in an air-line. Sweeping through the scores of small islands that lie in this group, they took to the open sea of Sulu past the Cagayan Islands, threading the Cuyo West Pass, then skirted the shores of Mindoro as they entered the Apo East Pass, made the long tack to the west of Lubang, rounded Cape Canivie in to the Verde Island Passage and slipped unannounced into the Pasig River, coming to rest just below the Jones Bridge.

Twenty-five days they had sailed through uncharted waters, yet they came laughing and happy as children at a picnic, just as if what they had done was nothing. Asked why they had come they answered: "We have heard of Manila. We wanted to see it and to learn for ourselves if what we have heard in true. The Headman of Manila (Governor General Davis) came to the south in his white ship (the yacht Apo) and told our people that we should see other places. We wanted to see, and so we came."

Through the courtesy of the director of non-Christian tribes, Ludovico Hildoroso, the Philippine Tourist Association arranged to show them the sights of the city and have their pictures taken. James King, State, executive secretary of the tourist association, remarked:

"These Moros form the first group to respond to Governor General Davis' appeal to all Philippine residents: to 'see the Philippine first.'"—Manila Bulletin.

NEW ADVERTISEMENTS.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 21st day of July, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshuiipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 21 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Locality	Area	Approx. Value
1	1/2 Acre	Shamshuiipo	1/2 Acre	10,000
2	1/2 Acre	Shamshuiipo	1/2 Acre	10,000

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 21st day of July, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Locality	Area	Approx. Value
1	1/2 Acre	Prince Edward Road	1/2 Acre	10,000
2	1/2 Acre	Prince Edward Road	1/2 Acre	10,000

HONG KONG TELEPHONE COMPANY, LTD.

NOTICE OF INTERIM DIVIDEND.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of FOUR PER CENT. (4%), amounting to FORTY CENTS PER SHARE on the Fully-Paid Shares and TEN CENTS PER SHARE on the Partly-Paid Shares of the Company, for the Six Months ended 30th June, 1930, will be paid on FRIDAY, the 1st AUGUST, 1930, on which date Dividend Warrants may be obtained on application at the Registered Office of the Company, Exchange Building, 4th floor.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 28th July to FRIDAY, the 1st August, 1930, both days inclusive.

By Order of the Board of Directors.

W. L. MCKENZIE, Secretary.

Hong Kong, 8th July, 1930.

CHURCHES

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

FIRST CHURCH OF CHRIST, SCIENTIST.

(Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.)

Macdonnell Road, below Bowen Road Tram Station.

Sunday Service, July 20, 1930, 11.15 a.m.

Subject:—"Life."

The Sunday School is held on Sunday mornings at 10 o'clock.

Wednesday Evening Meeting at 8.30 o'clock.

Reading Room at above address, open:—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5.30 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.

DAVIS CUP.

Paris, Yesterday. In the Davis Cup, in a completed match, Lott beat Murgu, 6-6, 6-7, 10-8, 6-3.—Reuter.

PHOTO-SUPPLIES

Kodaks and Cameras. Films, Plates and Papers, etc. Developing, Printing and Enlarging.

ZEISS and BUSCH FIELD GLASSES

Price Moderate.

A Trial Order is Solicited.

A. SEK & CO.

Tel. No. 23459.

26A, Des Voeux Road, C. Hong Kong.

PRESIDENT TAFT.

Prominent Passengers on Board.

The following passengers were on board the President Taft which arrived here yesterday:—

Mr. H. A. Anderson, of Shanghai, manager of a sign publishing house.

Mr. Edward O. Baker, manager for China of the American Milk Products Corporation.

Mr. Vernon I. Caton of Shanghai.

Miss Ethel B. Farley who is connected with the British-American Tobacco Co. at Shanghai.

Miss Frances Hyland of Messrs. Jardine, Matheson & Co., Ltd., at Hong Kong.

Mr. Ma Wing-chung, manager of the Nanyang Brothers Tobacco Co. who is returning to his home in Hong Kong.

Mr. H. A. Pan, a Government engineer.

Mr. Edmund Schwarz, a merchant from Chicago, Illinois, accompanied by Mrs. Schwarz.

Mr. Clinton Smith of Shanghai.

PASSENGER LIST

DEPARTURES.

Per P. & O. s.s. Morea for London via ports yesterday:—

Major S. W. Addison, S. Albert, A. W. Althison, C. Burgess, Lt. and Mrs. R. Burrows, Master Burrows, Miss Burrows, Mr. and Mrs. G. Bowles, Warrant Engr. D. G. B. Cook, R.N., Dr. A. E. Clark, J. J. Connell, Major D. Campbell, Mr. and Mrs. E. J. T. Cook, Miss D. M. T. Cook, Miss V. A. V. Cook, R. A. Cringle, Alex. Campbell, M. A. A. Crawford, E. J. Commensariat, Miss Commensariat, Miss C. M. Dodginton, B. Edwards, H. W. Fraser, Miss A. Fraser, Miss R. Fraser, Mr. and Mrs. H. Gray, O. Henton, C. J. Hodges, C. S. Hagger, Mr. S. Hughes, F. Kulka, Dr. R. Kinloch, Mr. and Mrs. G. T. Layton, Master H. G. Layton, Miss E. Layton, Miss Mansfield, D. B. Mowat, W. K. Mutch, P. T. Mullins, Rev. and Mrs. J. S. Miller, Mrs. Rogotta, Miss H. R. Rogotta, Master T. Rogotta, Miss K. Roscoe, Mrs. M. Robins, S. Shihya, H. H. Smith, J. Tawn, H. F. Wilkinson.

Go Home by the
SCENIC ROUTE
through the Towering
Peaks of the

CANADIAN ROCKIES

Board a palatial train at Vancouver and cross the majestic Canadian Rockies by the easiest gradient and at the lowest altitude of any transcontinental line. With every comfort at your command, a luxurious observation car for your ease, and radio to amuse, view the most colorful panorama you have ever known. Mount Robson, loftiest peak of all, Jasper National Park, gleaming glaciers, golden prairies, then Minaki the Beautiful in the pine-clad lakelands of Western Ontario, and the pastoral loveliness of the East. Transcontinental trains daily. Moderately priced dining car service. Alternate route from Prince Rupert.

CANADIAN NATIONAL

The Largest Railway System in North America
(SEPARATE AND DISTINCT FROM CANADIAN PACIFIC RAILWAY)



The careful housewife thought her home was quite free of all insects, but to her great dismay this Cockroach was right at her very table. Do YOU know how to rid your house of these pests—the answer lies in three words:—

PETERMAN'S ROACH FOOD.

Sold by leading stores and dispensaries.

Punch in the holes in the top of the tin and scatter the complete contents, as much as possible, out of sight in order that it will remain longer. This powder kills Cockroaches but not before they have taken some back on their legs to their nests and thus destroyed far more than are ever seen.

SPECIAL OFFERINGS

ON LIGHT WEIGHT

RAINCOATS

FOR GENTS

\$15.00.

Few of Broken Sizes at \$5.

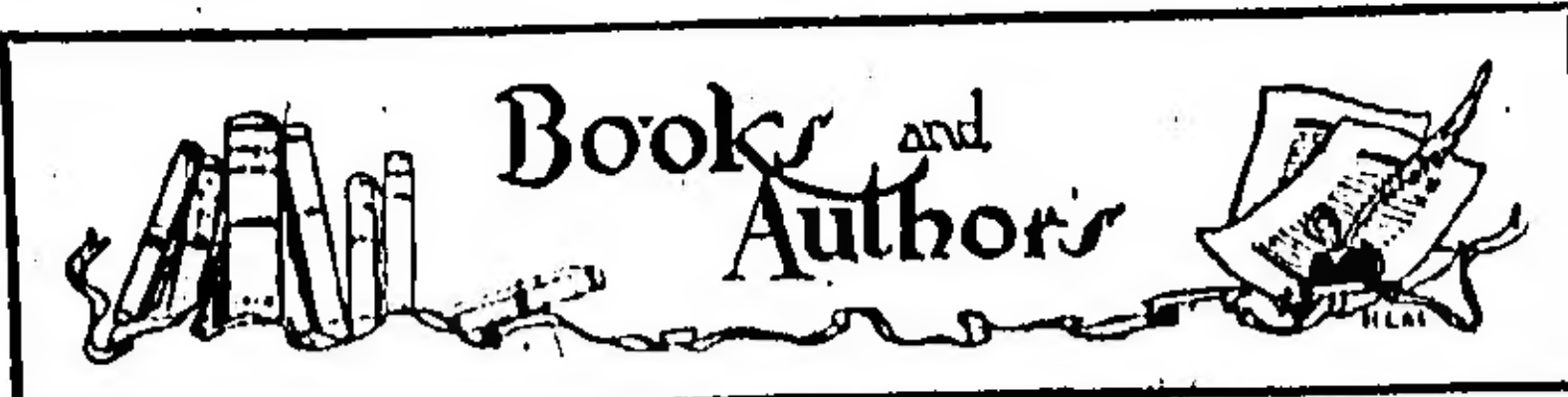
ALSO NEW

LADIES' & CHILDREN'S RAINCOATS

AT MODERATE PRICES.

YEE. SANG FAT

THE HONG KONG BARGAIN HOUSE.
Opposite Hong Kong Hotel Motor Show Room.
Tel. 21355.



FIRST 100 BOOKS.

Making a Century at Novel Writing.

With the publication of his latest book on May 15, Mr. G. B. Burgin at the age of 74, scored as a novelist, 100 (not out). Mr. Burgin explains in the following article how this unusual century came to be achieved.

Instead of saying me for doing it, people want to know how one writes a hundred books. In the first place, I lack any excuse, for I come of a legal strain. When a boy I was lying under an old pear tree trying to read Bulwer Lytton's "Rienzi," and the gifted author discovered me there. Naturally he was pleased, and asked me how I like "Rienzi."

I said I was a bit "fogged," and he said that he would read me the passage, and stopped in the middle of it. "It is more difficult than I thought," he laughed. "Well, you'd better write something easier some day. The sooner the better."

This encouragement fired my enthusiasm for writing, though I felt rather like the nervous girl (she had written two novels) when Alfred Lord Tennyson took her in to dinner. "What do you do for a living?" he asked gruffly. "I—1 bite books," she faltered.

I still had it in my mind to "bite books" when I first went to the little Canadian village of Four Corners. I secured a character for one of them the first night of my stay there. He was the dearest, best old man I have ever met, a Presbyterian Elder, who took me to his prayer meeting to return thanks for my safe arrival. This was his prayer.

"O Lord, our young friend is with us, for which we thank Thee. He has it in his mind to write books, but it has not yet been given him to know what kind of books. Turn him, we beseech Thee, from the error of his ways and teach him to do something useful."

Early Efforts.

Evidently, his prayer was not heard, for I began to write what I imagined to be books, though I found it difficult to decide whether a character suggests a story or the story suggests a character. Of course, it is an indefensible thing

to put one's friends in a story exactly as they are, but sometimes you meet a friend who has a marked peculiarity either of appearance or character, so you take the peculiarity and gradually evolve a character from it. It ripens somewhere in the back of your head, suggests a story, and the original inspirer of it never recognizes the seed from which it germinates.

It is fatal to take a man whom everyone knows and depict him as he actually is. I once saw an odd-looking, middle-aged, short-trousered, corpulent man earnestly reading books at a second-hand book-stall, innocently described him in a little article for a daily paper, and then met a friend who said, "There's C—, looking for your blood. Everybody recognized him in your article."

One has to travel in order to recede from impressions and write about them whilst they are still fresh. If something is unfamiliar to you and you want to write a story about it do it at once. While I was in Canada, a friend told me that he was "going into retreat" for a week at a Trappist Monastery and asked me to go with him.

When the monks fled in to the midnight Mass there was a boy of about twelve with them dressed as a monk. His parents were drunkards and had driven him into the snow of the bitter winter night. The abbot found him dying of cold on the Monastery doorstep, took him in, and the boy stayed on.

A Story Suggests Itself. I was told that this boy would become a monk when old enough, and a story at once suggested itself to me. At the age of nineteen or twenty he was to be given the opportunity of going into the world, meeting with people, and taking his choice of staying there or returning to the Monastery. It took me six weeks to write the story, for I seemed to be the mechanical transmitter of it; it wrote itself. That story which was written without conscious effort has gone into forty editions.

A young monk was allowed to take me round and answer my questions. There were times when he was not permitted to speak. Sometimes I forgot them. Then his face became perfectly blank as if he had drawn a shutter down over it. He went away, and in half an hour came back and answered my question.

Every story should be written in the way it demands to be told.

Once the plot has come to you your life is burdensome until you know your characters thoroughly. You have to be them, not yourself—think as they think, talk as they talk, act as they act. If they are not real to you they can never be real to anyone else.

Should these characters resolve to go their own way and upset your plot it shows that they are alive, though, when you dine out and want to enjoy yourself and they won't let you alone, you wish they were dead.

But at last you establish a modus vivendi, they leave their cards on you, and you reluctantly bid them farewell. After they have gone their diverse ways you are very unhappy, for you have to create a fresh set of people and do it all over again.

As the little boy said of the alchemist, this life of an author "Ain't what it's cracked up to be."

Respect For Writing. If you respect your calling you must realize the beauty of the

AN INTRODUCTORY HISTORY

by A. H. CROOK, O.B.E., M.A. W. KAY, M.A. W. L. HANDYSIDE, M.A., B.Sc. PRICE £2.00. NOW ON SALE AT THE PUBLISHERS The Newspaper Enterprise Ltd. China Mail Offices.

world, not dwell on its ugliness. Your mission, pretentious as it may sound, is above all things to be sympathetic, to interest, amuse, and make the world's toilers forget their troubles.

What is the use of dwelling on unavailing peculiarities, or depicting with painful accuracy the stupidity of dunghills? Is it not better to banish them from your ugliness, to tell a sweet, honest, clearly story to the utmost of your ability and leave it at that?

Don't write disgusting stories because there is "money" in them. If you do you are morally responsible for increasing the evil of the world. It is a good thing to have money enough to live on; it is a good thing to write a "best seller" if you have the talent to do it; and it is always wise to remember that should you fail to please the "High-brows" there are so many more persons in the world who are not "High-brows" and have need of you to cheer and brighten their days.

And we who, writing books, dwell in the Kingdom of Dreams and Shadows ourselves!

BERNARD SHAW.

Complete Revision of All Works.

A few people intimately connected with the literary world have known for months past that Mr. Bernard Shaw has, since the composition of "The Apple Cart," been engaged in the preparation of his 12 works to the world, writes the Literary Editor of the Sunday Referee in mail week.

An edition of approximately thirty demy octavo volumes, strictly limited to one thousand sets, will contain the sum and substance of the life-work of a literary genius who has vitalized the thought and action of civilization for more than half a century.

Liberating Humanity.

As philosopher, dramatist, wit, novelist, and critic of the arts, Mr. Bernard Shaw has left a permanent mark on the intellectual life of his time; but more important than this, he has been the bravest soldier in the liberation war of humanity that these islands have contributed. With perhaps less creative genius than his masters—Schopenhauer, Nietzsche, Butler, Ibsen, Wagner, Lamartine, and Hegel—he is yet more important to what may be described as the lay world of ideas than any of these. He has mined their obscurest ore and fashioned it into popular currency.

Other popularizing geniuses the modern world assuredly possesses; but none who is so completely a summation of his time as Mr. Bernard Shaw; none certainly whose critical faculty is so closely wedded to wit, whose conditions are so harmoniously married to a perfectly lucid literary style, and whose passionate hatred of ignorance, superstition, and stupidity so naturally proceeds from a set of basic ideas which is not so much a fixed philosophy as a function of sympathy.

Final Edition of Work.

At the age of seventy-three, Mr. Bernard Shaw set aside all creative tasks to prepare this final edition of his works. He has pondered every line of the plays, novels, essays, and pamphlets which have claimed the attention of every civilized country in the world; and the limited definitive edition will contain work which has never appeared in print before.

Among the new material will be—1. His first novel, "Immaturity," which was written in 1879. To this work the author has specially writ-

ten "an inimitable account of the circumstances under which 'Immaturity' was composed and of the unconventional life which led up to it. This remarkable fragment of autobiography stands in contrast to the novel itself as a highly characteristic specimen of his latest styled literary effort; the novelist of twenty-three beside the past-master of seventy-three.

2. A complete act discarded from the second section of "Back to Methusalem" (The Gospel of the Brothers Barnabas).

3. Letters on foreign policy which were written a year before the War. In the new edition these documents are assembled and presented in due sequence, with "Common Sense About the War" (issued in 1914), "Peace Conference Hints," articles on the Washington Conference and on the League of Nations; the whole forming a commentary on the War which has no parallel in modern literature since Swift's classic pamphlet on "The Conduct of the Allies."

4. "The Apple Cart." The first ten volumes to be issued will be:

1. "Immaturity." A Novel.
2. "The Irrational Knot."
3. "Love Among the Artists."
4. "Cassell Byron's Profession."
5. "The Unsocial Socialist."
6. "Plays Pleasant."
7. "Plays Unpleasant."
8. "Three Plays for Puritans": "The Devil's Disciple," "Caesar and Cleopatra," "Captain Brassbound's Conversion."
9. "Man and Superman."
10. "John Bull's Other Island."

"How He Lied to Her Husband," "Major Barbara."

The publishers inform me that they hope to issue the volumes at intervals of a few months, and it is expected that the edition will be completed before the end of the present year.

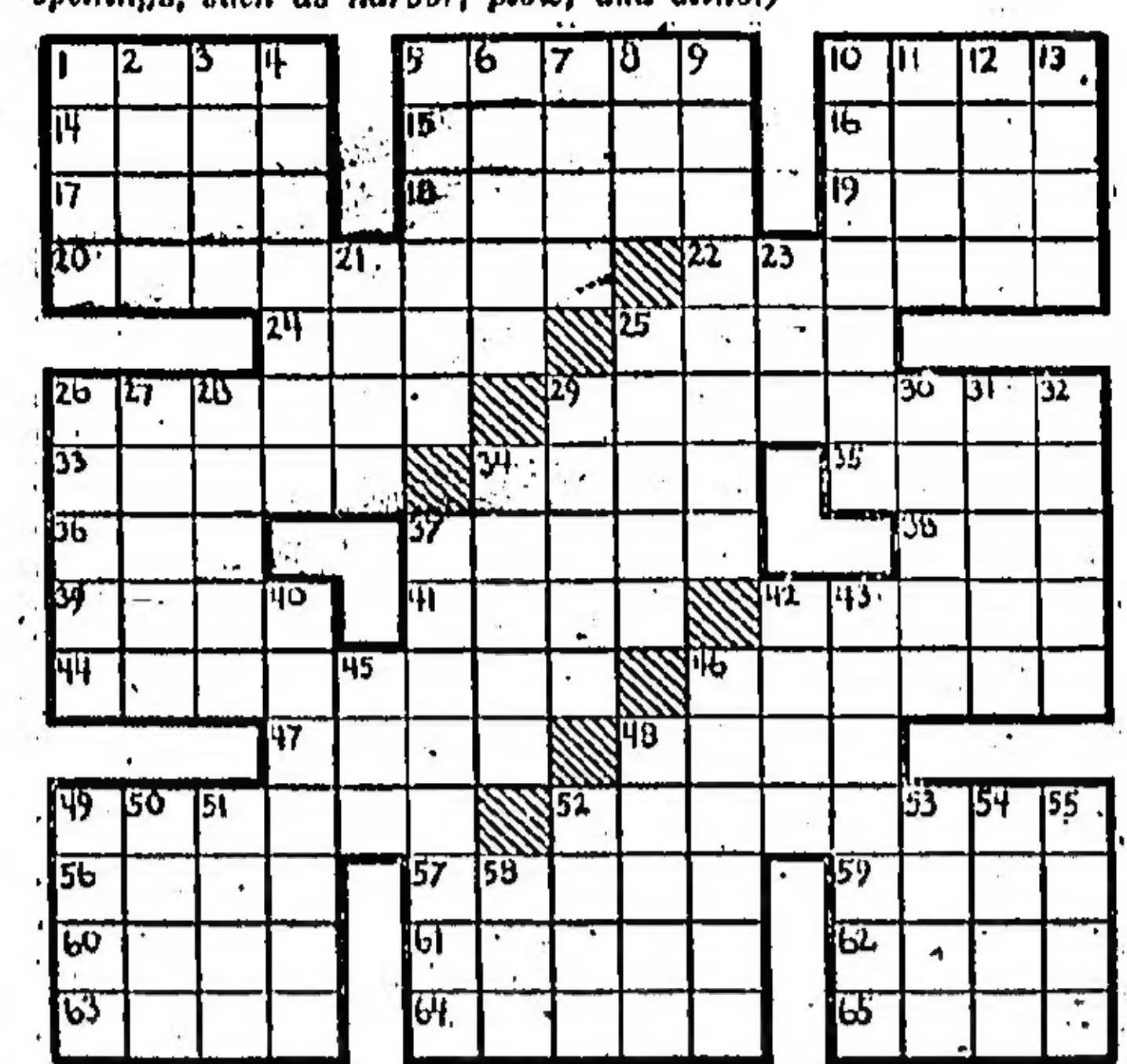
Mr. Bernard Shaw has concerned himself with every detail of the production. He has personally selected the type, paper, and binding. The paper has been specially made to meet his requirements, and the volumes will be bound in Irish linen, which is being specially woven and especially dyed in a jade green. It is of interest to learn that the dye used is one of the few dyes that is imported by Germany from England.

The price will probably be one guinea a volume. Only complete sets will be sold.

And there are only one thousand sets for sale. The fact will surely cause the fiercest competition for possession that has been witnessed in modern publishing.

OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- | HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
|-----------------------------|-------------------------|----------------------------------|
| 1-Commands | 40-Firearm | 25-Tendon |
| 2-Backbone | 41-Mitigated | 26-Boxes |
| 3-Put to death | 42-Solitary | 27-Fertaining to punishment |
| 4-Melody for single voice | 43-Separately | 28-Wireless |
| 5-To clothe | 44-Wing shaped | 29-Wearies |
| 6-Puff up | 45-Wander along | 30-Wanders |
| 7-Rodent | 46-Enough (Poet.) | 31-To clothe |
| 8-Species | 47-Bugle call | 32-Builds |
| 9-Ultimate | 48-Guide | 33-Foghorn |
| 10-"The Old Sod" | 49-Declare to be untrue | 34-Men of learning |
| 11-Sinking | | 35-Brushes for house-cleaning |
| 12-Eluded | | 36-Notable deed |
| 13-Baseball team | | 37-Penetrated |
| 14-Elmish | | 38-Count made by a dove |
| 15-One who giggles | | 39-Implement for sifting |
| 16-Profile—without | | 40-After with intent to distrust |
| 17-Achieved | | 41-Gnarl piece of ground |
| 18-Conjunction | | 42-Town in Allen county, Kansas |
| 19-Fathered | | 43-Crack |
| 20-Feminine name | | 44-Mentally sound |
| 21-Predatory incursion | | 45-Not one |
| 22-Ship's company | | 46-Very black |
| 23-Thigh bone | | 47-Moist with dew |
| 24-Walks in a clumsy manner | | 48-Apt |
| 25-Perceives | | |
| 26-In the near future | | |
| 27-Peremptory decree | | |

WISE AND OTHERWISE

Mrs. Gordon came into the house in a great state of alarm. "Tammam, Tammam," she exclaimed; "there's a cow in the garden."

"Dinna stand there wushtin' valuable time," replied Tammam. "Get back to the garden and milk it before it does out."

Farmer: Nice moonlight night to-night, Jacky.

Jacky: Ar, boss; moon no good on a light night like this; him better on a dark night.

Convict: Take no notice of those advertising slogans, I look the advice of one of them and got 15 years for doing so.

Friend: Which one was it?

Convict: Make money at home.

Guest: Who is that awful-looking frump over there?

Host: Why, that's my wife.

Guest: Oh—er—beg pardon. My mistake.

Host (sadly): No, mine!

Englishman: That's a fine fox you've got there, Pat.

Pat: Sure it is; that fox once belonged to George Washington, and has only had four new handles and three new heads since then.

Pa, did you know Ma long before you married her?

No, my boy; I didn't know her till long after I married her.

Employer (to office boy): How do you find yourself these cold mornings, Tommy?

Tommy: Quite easily, thank you, sir, I just throw back the bedclothes and there I am!

Constable: Let me see your licence, please?

Tourist: Marriage, driving, car, dog, gun, or fishing? Open the licence trunk, Maria.

Film actress to director: But look here, if he's going to throw me into those rapids, how am I going to get out?

Director: Oh, that's quite all right. You don't appear again!

"Jack, here's the half-crown I borrowed from you last week."

"Gent Scott, Tom, I'd forgotten all about it!"

"Then why on earth didn't you say so?"

"Your wife wanted a motor car and you gave her a pearl necklace."

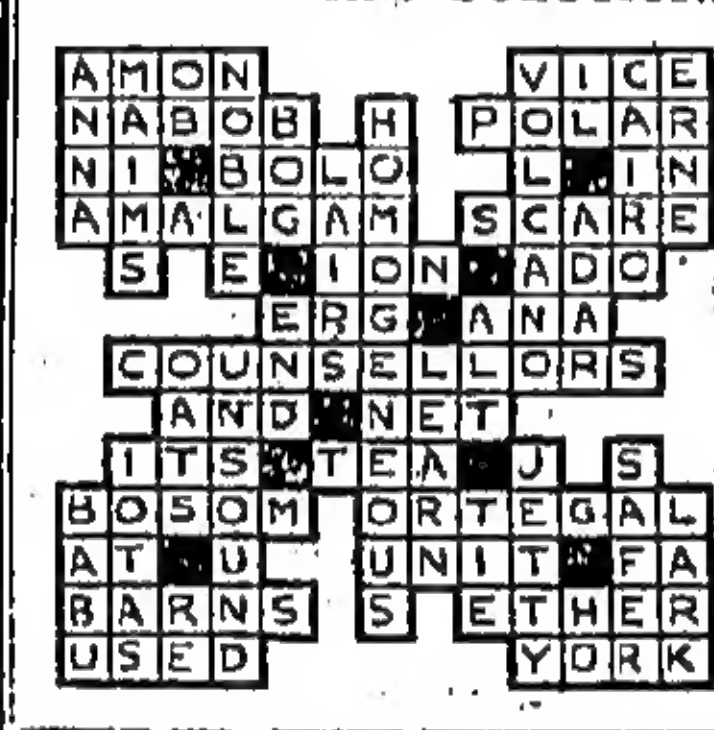
"Yes, I can't give her an imitation motor car or she would detect it."

Employer (to office boy going on errand): On the way there you will pass a football ground.

Office Boy (hopefully): "Yes, sir!"

Employer: Well—pass it.

LAST WEEK'S SOLUTION.



LETTERS & RADIO.

Addresses Which Cannot Be Traced

POST OFFICE LIST

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government Building:—

Poste Restante Correspondence, Mademoiselle May Allegrini, A. T. Birch (a.s. Drifter No. 2), A. Bellin, Miss L. Baibant, C. S. Dang, W. G. Duffield, J. Drewry, Eastern Trading Co., Ltd., W. G. Gong, Mrs. C. M. Hall, H. K. Hutchinson, Mrs. F. E. Hansen, I. E. Johnson, J. B. Kemp (Hodder & Stoughton), Dr. A. D. Maxwell, Overseas Trading Co., Miss M. O'Leith, Pritchard & Co., Miss A. D. Sikan, M. Simon, F. Simmie, M. Thistle, J. Taiton, Miss Betty Waterman (Eastern & African Steamship Line), Miss J. Wu (a.s. Fulda), Mrs. H. J. Williamson.

Registered Articles, M. Bernia, S. R. Bowdler, Dr. N. Bradley, H. Cooper, Gulani Mohayad Din (c/o Gulam Mustafa, Najpur), Mrs. I. Duverdiel, E. Grady, Leo Sak-kow (c/o Wang Ching-wai), Miss Mollie McMin (c/o N. W. Shaw Baptist Mission), Roberta Portraits Co., Wang Ching-wai, Yee Yow-heng.

Unclaimed Correspondence.

H. McDermid.

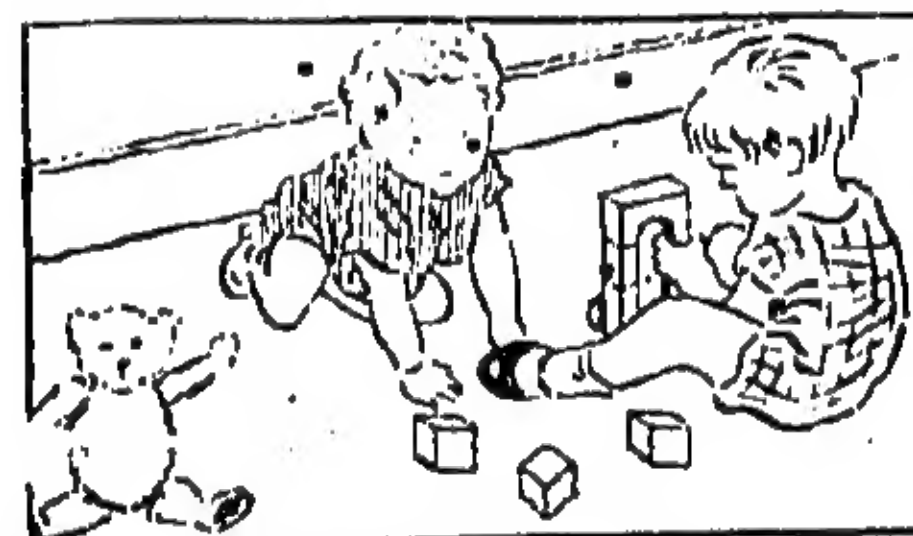
Unclaimed Radio.

Address From 3561 Canton 3470 Tsingtao Chi Wai-hing.

Tung Wah Hospital, Holhow, Wong Shue-fung, c/o Sternport, San Francisco.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 60 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone 24641.



THE PRINCE WHO WOULD NOT EAT MINCE.

Once there was a Royal Prince who would simply not eat mince. They gave it to him for his tea. But did he eat it? No! Not he! He just turned up the Royal nose and split it all upon his clothes. The King and Queen were most upset.

But said, "Ah! He shall eat it yet!" But the Prince said, "I've had enough."

I will not eat the horrid stuff! He said, "If you made it thinner, I might eat it for my dinner; but I won't have mince for tea!"

And the Royal Nurse said, "Oh! There's one thing you ought to know. You're a spoilt little Prince—turning up your nose at mince. There's your Royal mother's page. Who is just your Royal age; he'd be glad to eat your mince. You naughty, spoilt little Prince. I'm off to tell Her Majesty. And she won't treat you tenderly!" And off she bustled away.

The Royal Queen said, "Oh! It's time he got to know. That a small boy should be glad. Just to eat what can be had. Give him mince for his tea; Say the order came from Me. Give him mince for dinner, too. As they did at Waterloo. He shall have no other food Till my word is understood." And the King said, "Yeal! Quite right!"

They gave him mince for his tea. They did not treat him tenderly. But he would not touch his tea. Said, "None of that mince for me." Left untouched his plate of dinner. Grew day by day, thinner and thinner.

His legs grew thin, his cheeks grew white. He really looked a sorry sight. The Royal parents almost wept.

They could not smile; they never slept— They felt it all so strongly.

Till one day by some bright chance, The King said with a sad, sad glance—

"I cannot bear the boy in sight. I know, my dear, it isn't right. But let us give him tart for tea; He always liked that, Emily. We'll have the whole lot of that mince."

Thrown away, by Royal Order, since He plainly will not eat the stuff. Perhaps we have been rather rough!

I'll call the nursemaid now—

But here a stranger chance befell! Will you believe what I've to tell? A plate was placed before the Prince.

Piled high as high with Royal mince. And then his Nurse came in with tart.

(She really had the softest heart!) She pushed the other plate away. And asked him what he'd got to say.

And the Prince said, "Ask my Father.

Can't I have my mince? I'd rather, 'Cos I'm hungry, and tart doesn't fill you up."

"What?" cried the Royal Nursemaid.

"What? I can't believe that. I cannot." But soon enough the Royal Prince had got outside that plate of mince.

"It isn't bad at all," he cried, "I feel all warm and nice inside. He ate some more and grew quite pink."

His bright eyes like blue spots of ink. He lost his white cheeks and grew fat.

And wondered what he'd grumbled at.

And he's very fond of mince nowadays!

CHILDREN'S CORNER

His Score.

Johnny was working so industriously during the writing lesson that his teacher looked over his shoulder to see what he was doing. She found one whole page filled with two words—"suck, suck, blow, suck, blow, suck, blow." "What's all this nonsense?" she demanded angrily.

"That!" said Johnny with dignity "is the music of 'God save our King,' written for the mouth organ."

Wouldn't It?

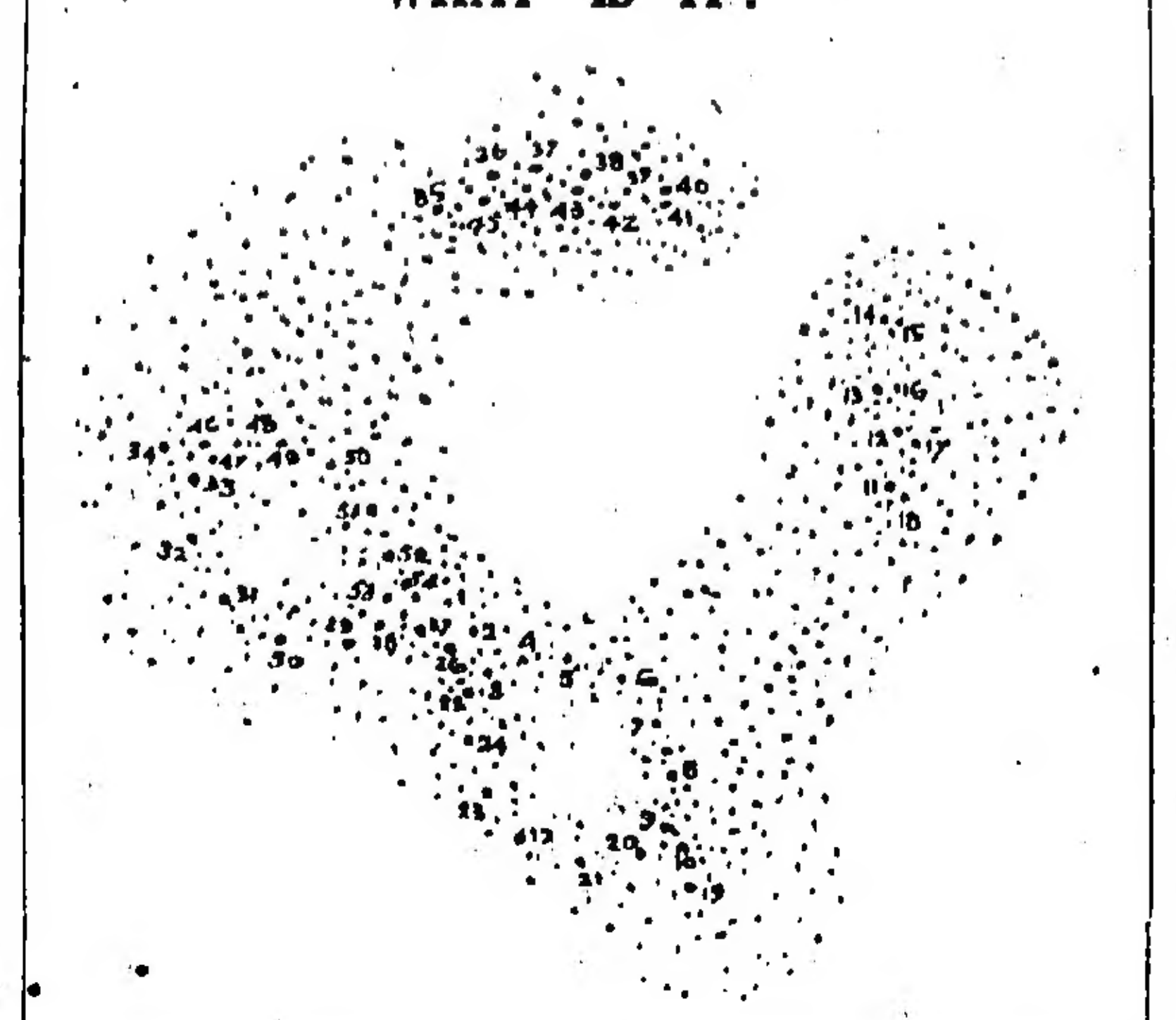
Wouldn't it be funny If every animal in the zoo Was tame? And wouldn't it seem funny To stroke the lion's mane? And ride around on tigers Instead of elephants, And feed the woolly wolf On sugar candy? It would seem funny!

Too Old To Be Caught.

Mother: Johnny, I am ashamed of you! Fancy dusting your chair in Mrs. Jones's house before sitting down. Little Willie was watching you, and is sure to tell his mother.

Johnny: Yes, I know he was. But I'm too old a fish to be caught with a bent pin.

WHAT IS IT?



Can you guess what this puzzle represents? To solve it you must connect the first numbered dot to the second numbered dot and so on until you reach the 54th numbered dot. You will then find that your figure represents what look like two eggs on a pair of chopsticks curved at the end. What do these represent? Try and see if you can do it.

Wouldn't It?

WHY?

Why does a stone sink? Because the molecules of its particles of matter are heavier than those of water.

Can water wear away a stone? It can carry away the surface particles of stone, as gradually it hits the surface and loosens it.

What happens to all the dust? It falls into the sea; it is carried over the world by the winds. It mingles with the soil, or in millions of years is formed into soils and may become stone.

Is it possible to make gold? No; we know no way yet. But if we had the power to split up atoms we could break up the mercury atom to make atoms of thallium, and break up the thallium to make gold.

Were the old alchemists right? They were right in supposing that one element might be transmuted into another; wrong in supposing it could be done by chemical means or by temperatures such as they could obtain.

Why does a cork float? Because its vegetable fibre and the air mixed with it are lighter than water.

The Dream Boat.

Have you ever been afloat in that silver boat? With a fairy at the prow, Softly calling, "Ready now!" Moonlit nights it comes for me, But it does not sail the sea. It simply floats on waves of air Swift as lightning, everywhere. In the twinkling of an eye We and ourselves so very high, That we visit favourite stars—Venus, Mercury, and Mars. And with their people have such fun.

Till the first rays of the sun Put an end to all the mirth And send us floating back to earth.

Plural of Child.

Teacher: Now tell me, Johnny, what is the plural of man?

Johnny: Men.

Teacher: Correct. Now tell me the plural of child.

"Twins," was the reply.

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Why is it, writes a correspondent, that on rainy nights rikisha-pullers are allowed to cover up their lamps, so that it is impossible for either oncoming or overtaking traffic to see them? Quite ninety per cent. of the rikishas one sees about at night time—when it is raining—have their lamps hidden behind the apron, and the only person who can get a glimpse of them is the poor benighted individual seated inside the riksha. That this practice is positively dangerous hardly anyone will deny, and yet it has been allowed to go on for a long time past.

And why is it, asks the same correspondent, that so many drivers of cars are allowed to travel at night-time on the wrong side of the road for considerable distances? And then, again, why is it that some cars are allowed to travel along the roads at night time with no tail lights and often only one head light, while others, with only a glimmer of a tail light, have it so placed that it would be a practical impossibility for anyone to read the rear number plate, even if the car was crawling along at five miles per hour? The regulations as regards number plates and rear lights appear to be disregarded far too often.

Sometimes one wonders if it is possible to "wangle" a petrol pump. It seems to be so at times. A local resident has a motor-cycle, the tank of which holds slightly over the gallon. But it happens now and then that a reputed gallon from a pump scarcely more than half fills it; at other times a reputed gallon, put into an empty tank, fills it actually to overflowing, so that a quantity is lost on the ground. The motor-cyclist in question has had these experiences, in a short space of time, at the one pump he uses most frequently. This sort of thing suggests either that the gallon measure is adjustable, or that it is affected by the weather, or that grit of some sort has entered the

pump, and has affected its operation. Possibly, over a period, the motorist finds things even out, but one cannot help thinking that, if these pumps can be adjusted by the proprietor, the motorist loses in the long run.

This "lifted" Hard Times, from the Malaya Mail—may (in part) be applied to Hong Kong:—It is almost un-British, we admit, and could not be tolerated as a general practice but we may be pardoned this once if we enlarge upon the generally commendable manner in which the whole community are accepting the inevitable consequences of the economic crisis. It is true that there are the grumblers and the pessimists, and it may even be equally true that the worst has yet to come, but if the spirit at present displayed continues to manifest itself, there cannot be the slightest shadow of doubt that Malaya (and/or Hong Kong) will come through her trials with flying colours.

The common attitude seems to be the phlegmatic recognition of cold, hard facts, and a determination to meet them. People in every walk of life are adapting themselves to the altered conditions with a resourcefulness of which a country of much older traditions might well be proud. And quietly, unostentatiously, those in the higher social circles of every community who have lost so much more because they have it to lose, are performing acts of philanthropy which are inspiring fortitude where otherwise despair might take hold.

Of course, we have had hard times before, and from time to time have had to take lessons in retrenchment from the sternest of all teachers, but precedents afford little guidance in meeting a crisis of the present magnitude. The prevailing attitude, however, is one of dogged confidence that sooner or later things

will mend. The general experience seems to be that our resources are capable of standing an even greater strain than a conservative estimate would have suggested and that opportunities for retrenchment are to be found with each succeeding demand.

Intense indignation is said to have been aroused amongst Scotsmen in Hong Kong by a case which came before the Kowloon Magistrate recently. Charged with stealing four bottles of whisky a Chinese amah actually had the temerity to admit, through her legal representative, that she used it as a hair restorer. This evoked a cry from the heart of the magistrate, Mr. Whyte Smith, who exclaimed: "That's a terrible waste!" But adds the Straits Times—Scotsmen go further and declare that such a "crime" deserves to rank with shooting foxes, dynamiting trout, and finding lost golf balls before they've stopped rolling. Is something really novel in the hair-restorer line required what's the matter with rubber latex?

Sir William Peel has not been long in finding himself up against it in his new post in Hong Kong, and at his first Council meeting had to employ the official majority in order to put the new Government salaries scheme through in spite of strong unofficial protests. And, as if unaware of the storm that was brewing for later in the day, Sir William, replying to an address of welcome and referring to minutes of past meetings of the Hong Kong Council, remarked: "I admit that I missed the quite friendly ferocity which sometimes characterized attacks on the Government by Unofficial Members of the Federal Council in Malaya." Very soon, it seems, the genial Yorkshireman will be finding, as The Topicist of the Singapore Free Press suspected when he saw Hong Kong's long list of wants set out upon the occasion of his arrival in the Colony, that he has jumped out of the frying pan into the fire.

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SUNDAY SALLIES.

Whirlin' in the rain!
Sodden rinks and sodden drinks!

"Daring Daylight Murder."—Why should daylight be daring?

"Lighting-up Time."—Poor Old Father Time is in for a hot time.

Those absent from a recent reception apparently couldn't take French leave.

The fate of the cabaret cannot be decided by the edict of Benedict scribes and Pharisees.

To-day's highly improbable tale.—There was a certain broker, and he did not wear a bowler hat.

The cast of a play, we read in a contemporary, were all "perfect."—No "fag" in playing in a show like that.

That yarn about the taking of the Bastille may have seemed a taking one, but the French Consul wasn't taking any!

It must take Dutch courage to allude to the photo in a contemporary of a Prince that was accurate so far as the name was concerned.

This may be the motor age, but, according to the aroma of a cigar smoked in our vicinity on the Ferry last night, it still remains the cabbage.

He got a bit flurried, did the poor fellow in the witness box. "Yes, sir," he declared, "the tramcar came up and asked me if I saw what had happened."—A case of being well and truly off the rails.

"Verse" left on the Ferry by a Kowloon bachelor:—

Oh cabaret, sweet cabaret,
How do I yearn for ye;
Oh cabaret, sweet cabaret,
Open thy doors for me;
Oh cabaret, sweet cabaret,
To thy fair ones will I flee;
Oh cabaret, sweet cabaret,
"Tea for two and two for tea!"
(To Be Continued.)

The Week's Great Thought: The drought has broken.

Will A. W. G. H. Grantham or not to the Civil Servants?

Produce Market Note.—Butters have gone up at the Central Magistrate.

"Shanghai Sing-Song Girls Up in Arms."—Whose? Query a hundred wives?

Hungghom criminals can now agree that it's a long Lane that has no turning.

Wanted.—A thousand kiddies to join the Tinker Bell Club. See Wendy's Hut in Saturday's China Mail.

The Clerk of the Weather must have expected an American tourist ship in during the past week.

To-day's infinite wisdom.—There's many a husband who is led to the Altar only to find that it is spelled Alter.

The three-year-old girl who drank kerosene oil, thinking it was water, could not have been of Scottish descent.

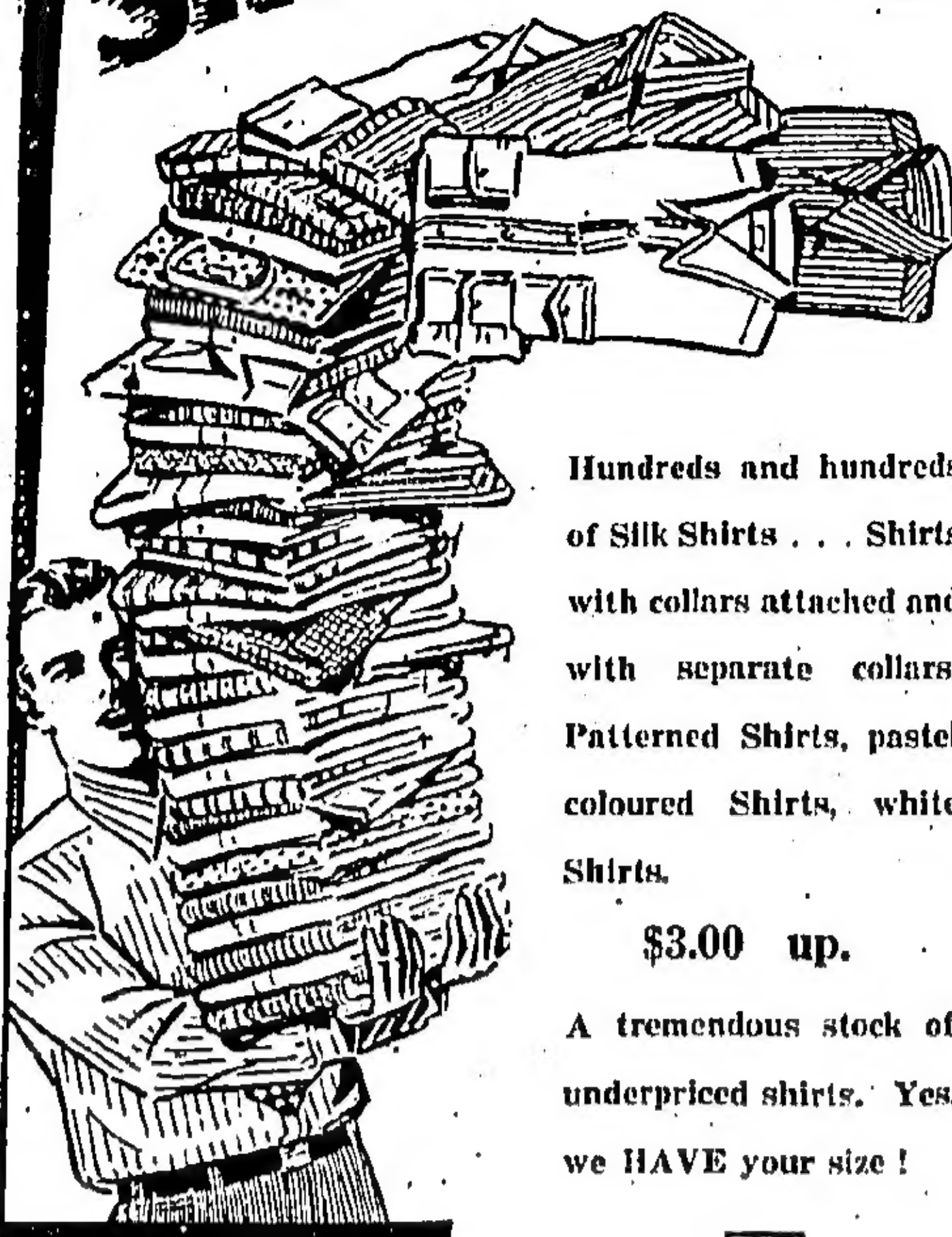
Hoyleake seems to be something of a Toylake to Bobby Jones. But wait on. He'll meet his match some day. Just wait until the championship is played at Fanning!

Larwood, it appears, cried when told on June 17 that he could not play for England.—If this sort of thing spreads we shall have cricketers refusing to enter the field unless their mothers come and help them on with their boots.

News in verse from Repulse Bay:—

A lady called Bianco White,
Says the Old Woman was perfectly right
To live long and happy,
Get a husband that's snappy.
To-morrow, to-day, or to-night.

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All communications should be addressed to the HONG KONG HERALD PUBLISHING CO., to whom remittances should be made payable.

London Office—The Far Eastern Advertising Agency (London), Ltd., 88-90, Southampton St., Strand, London W.C.2.

HONG KONG, SUNDAY, JULY 20, 1930.

Is the Empire Too Big For Us?

EXACTLY eighty-eight years ago, on July 20, 1842, the British fleet advanced on Nanking and, with the capture of Chinkiang, the key to the Grand Canal, the principal channel of the food supply of North China fell into our hands. This occurred during an eclipse of the sun, the usual presage, according to Chinese superstition, of national disaster. Since that significant event, following closely upon the voluntary offer of the Island of Hong Kong as a gift for ever, how many changes have come to pass in the lives of both Empires! The Celestial Empire was doomed to crumble in the wake of revolution and by a painful, gradual metamorphosis, to cast off the stupor of centuries and take her place as a commercial competitor in the international economic race. The British Empire, on the other hand, had a future as glorious as that of Rome's. She was to wax in strength and stature, until, a commonwealth of nations, she should pass through times of trial and tribulation which were to test the stuff of her courage. The Great War found her ready, though not prepared, and left her shaken and poor, yet ever-confident of the loyalty which is her strength. Yet to-day she is a sick Empire, with a million and a quarter of unemployed at home culling for the bread of labour instead of the stones of charity; abroad, the increasing hosts of the discontented and the disaffected calling for a wiser guidance and a juster governance. In almost every corner of the Empire troubles arise to afflict the Motherland. True, no nation can quit itself more manfully than the British nation; when shaking off apathy and dull sloth, it nerves itself for a great emergency. The misfortune is that after every exacting effort it falls back into the old lethargic, procrastinating ways. That characteristic even the greatest of all wars has not changed.

Can it be (a dreadful thought) that we have lost the art of governing; that our hand has lost its cunning and our methods are no longer effective for the control of an awakened and altered people? Or can it be, as so many political authorities have suggested, that our Empire is uncontrollable because too large? That for which our modern Imperialists are ever clamouring is more and ever more territory, although Great Britain claims jurisdiction over one-fourth of the land-surface of the globe. We have so expanded our foreign Empire in late years until we find ourselves to-day claiming in other peoples' countries all over the globe territorial and political rights of all kinds such as no nation in history has ever claimed before—rights in Europe, China, India, Persia, Egypt, the Middle East, America, Palestine, the Pacific, rights in every quarter of Africa, north, south, east, and west, rights in every continent and every sea. Not long ago the Home Press reported that the British Government contemplated disputing, in a friendly way, with the United States for the overlordship of certain uninhabitable Antarctic regions on the plea that these were discovered by British explorers.

Our amazing conquests and achievements throughout the world give us, and rightly so, a thrill of patriotic pride. But of what use to us are these vast areas when we are, admittedly, unable to control our affairs at home and bring comfort and prosperity to our own people? Can we wonder that other nations, as they observe our perpetual craving for territory, are apt to judge us impatiently and resentfully? And is it conceivable that our ubiquitous claims will long resist the impact of the rapidly deepening race consciousness and spirit of nationality which are spreading in all continents, amongst peoples white and black, yellow and brown, civilised and uncivilised? Let it not be forgotten that for a full decade we have been building up new states in semi-civilised territories thousands of miles away and neglecting to build those "homes fit for heroes" which were to have been ready when the heroes returned from the wars, in so much that even now, when the children of 1914 have become marrying men and women, the house-famine continues to be one of the gravest of our domestic problems at home.

One may be a 24-carat patriot without accepting the arrogant view of one's country as in some sort God's broker in this world of ours, and as such entitled to take a sort of commission on His gifts to mankind at large.

HONG KONG FAIRY STORIES.

Special buses will run to Tytam Tuk when the big reservoir is overflowing.

The winners of the Spay Royal Cup will be sent to Shanghai to play in the Interport lawn bowls match.

Sportsmen are getting up a testimonial to Mr. Claxton in recognition of his fine work in the manufacture of weather.

The Retrenchment Committee are engaging the services of several private inquiry agents and the authors of "Emoluments" to assist them in their task.

ACKNOWLEDGMENT

Mr. J. C. Barros and family, and Mrs. M. Montalvo, tender their sincere thanks to their relatives and friends who visited Mrs. P. L. M. Barros and made inquiries during her illness, also for their kind condolences, attendance at the funeral and beautiful floral tributes.

News in Brief.

To-day at the Central Theatre—
"Abbie's Irish Rose."

The return of notifiable diseases for the 24 hours ending at midnight on Friday shows one case of diphtheria (non-Chinese) and two of puerperal fever, both Chinese.

Last night's train from Canton did not arrive till 9 o'clock—over an hour late—owing to the heavy rains. The train was packed, although there was nothing of political importance in Canton to justify a big exodus.

A purse containing some money and a number of business cards was picked up on the Peak yesterday and has been handed over to the Police. Application for the return of the property to the owner should be made at Police Headquarters.

CORRESPONDENCE

HONG KONG FLYING CLUB.

(To the Editor of "Sunday Herald")

Sir,—There is a slight misunderstanding in the Colony as to the meaning of the declaration included in the application for Membership form of the Hong Kong Flying Club. It has been taken to mean that membership of the Hong Kong Volunteer Defence Corps is necessary before a Club Member can take up flying, also that Members of the Club are subject to the duties and discipline of the Hong Kong Volunteer Defence Corps.

To make the position perfectly clear, the obligations attaching to Members of the Hong Kong Flying Club are set out below:

- When applying for Membership, it is necessary to state that to the best of your belief, you will be resident in the Colony for three years, from the date of your application.
- In the event of the Governor in Council declaring a state of emergency during the period of your Membership of the Club, you are required to place your services at the disposal of the Government for work with aircraft in the Colony.
- Members of the Club who are also Members of the Hong Kong Volunteer Defence Corps, are subject to the orders of the Corps, and do not give their services for work with aircraft unless so ordered by the Commanding Officer of the Corps.

It is hoped that this explanation will make it quite clear to prospective Members of the Hong Kong Flying Club that it is not necessary to be a Member of the Hong Kong Volunteer Defence Corps, neither does the signing of the Club application form automatically make them Members of the Hong Kong Volunteer Defence Corps.

A large number of applicants have been holding up their applications pending the clearing up of these points, and they are requested to communicate with Mr. A. W. Summers, the Hon. Secretary, c/o Thos. Cook and Son, Ltd., Hong Kong if this explanation is not clear to them, if it is, please will they forward their applications duly signed to the same address.

Yours, etc.,

A. W. SUMMERS.

Hong Kong, July 19.

TRIAD SOCIETY?

Two Dozen Chinese in Court.

HEAVY BAIL DEMANDED.

Twenty-four Chinese were yesterday charged before Mr. R. E. Lindell with being members of a Triad Society at 6 and 7, Star Street, Wanchai. In addition the first man was charged with being the keeper, assistant or manager of the unlawful society, whilst Nos. 2 and 3 were charged with unlawfully wounding an unnamed man, and Nos. 4, 5 and 6 with aiding and abetting in the wounding.

Mr. Horace Lo appeared for the defence and entered a plea of "not guilty" on behalf of all the accused.

Chief Detective Inspector Reynolds asked for a week's formal remand, which was granted. (Continued at foot of next column.)

Maggie has a say



My Dear Christina,

Ye may consider yourself very lucky if I catch the mail this week. No! that I'm no' weel or the bairns are off their food, or anything of that kin' (save an' except that Wull he is like a bear wi' a sair held because he hasn't had a game o' lawn bowls for a whole week), but because it's simply been pouring every day an' there is no sign of it stoppin'. Any visitor frae the Auld Country visiting the Colony this week would have imagined that he had landed in Greenock.

Ye may remember, Chris, that a year ago we were a' like to die for want o' water, an' lang did the drought last, an' they o'en had the bring in water in ships frae outside places. The China Mail started the print in big letters on its front page: "DON'T WASTE WATER," an' seeing the sense o' that the other papers copied its example.

Wull he laughed at the efforts made to rouse the Chinese into undue excitement over the "tin an' bucket" system that couldn't be helped, for fine he knew the Governor an' those under him were doin' a' they could to solve the problem o' supplying a' the folk wi' water. Those who rely on the Union Jack for protection, o'en in a water crisis, have never been let down yet—an' never will!

The first six months Wull was in Bangkok he says that the drought was worse than it was here. They had to buy or borrow water frae the Singapore an' Hong Kong steamers, whilst the folk had to wash their teeth o' a morn wi' soda water. As for your mornin' tub ye had wait till the coolies filled up the Shanghai jars wi' water frae the Menam river—a river at times worse than the Clyde at its worst—an' then a big quantity o' alum water had to be put in the jars an' ye had to wait till a' the scum got settled at the bottom. There was little wonder that hundreds o' the natives were dying frae cholera, for it was the Menam water or perish o' thirst for them, soda water o'en for their teeth boln' oot o' the question.

Then, when Wull was down in Australia he experienced another drought an' in the Summer the rain couldn't be coaxed to come for many a moon. The Town Council held some stormy meetings and the ratepayers had more stormier mass meetings an' in the end it was decided to put up a new an' a much bigger reservoir. But ratepayers are kittle cattle at the best an' a movement began against the new reservoir on the score o' the awfu' expense. See the Town Councilors were invited to meet the ratepayers at another mass meeting an' it was agreed to send a deputation to see the Minister o' Works in the matter. Wull he was lucky in bein' asked to go wi' the deputation.

see as the see that fair play was done to those who were against the new reservoir scheme. Wull he himself was in favour o' the scheme, but, says Wull, if the majority o' ratepayers in his ward were against it, he would vote against it in the Council.

The cut a long story short, Chris, a referendum was taken and the scheme was defeated—only to come up six months later an' be put through. Which just shows ye, Chris, that ratepayers as a whole are like what we pair women are told we are like—don't know our own minds twa minutes!

An' there were other parts o' Australia the same year where the drought was much worse an' the sheep were dying in hundreds every day for the want o' water an' the folk in the bush had to carry water miles an' miles to keep their families supplied wi' enough to make tea an' wash their faces o' a morn. Those hure who shrieked the loudest a year ago about the drought knew nothing about a real drought—unless it was the drought o' news an' nothin' else tae fill the papers wi'.

An' this year it looks like as if we'll be complaining at there bein' ower much rain. If it would only come down through the night an' dry up in the daytime, it wouldn't be so bad. When it rains both day an' night an' ye'll get indoors wi' a hoosofu' o' bairns a' litchin' tae go oot an' get their feet damp, the women folk that know a' about it.

Wull he goes to his work—or office as he calls it, which may be more proper for a' the work he does sometimes, I'm thinkin'—an' only when his conscience pricks him does he come home early enough tae show his pair wife she's got a husband an' the bairns they've got a father. "Caught in the rain," "storm-bound," "waitin' till the rain went off" are a' very well for excuses noo; but if he was courtin' me as he used tae I would have tae answer the door a dozen times a day o'en it was a deluge.

No! that I'm complaining, Chris, for a man in the hoose the whole blessed day is really a bit o' a nuisance, upsettin' like both tae myself an' the bairns—especially the bairns. They, pair wee things, can turn me round their wee finger—but when Wull's home they're as quiet an' as weel-behaved as church mice. However, the morn is the Sabbath an' if it continues tae rain see hard, Wull he will be hard put tae it tae find an excuse to go oot, an' so it'll be some' peace for me (in a way), if no' for the bairns.

Cheerio, Chris—ill next week.
Affectionately yours,
MAGGIE MACLEAN.
Hong Kong, July 19.

TAIPO TOPICS.

(From the United-Press Staff Correspondent at the Front.)

The New Territories has been described as a succession of delightful Parks. A judge once said in Court that there was no law of trespass in Taiipo and that, wherever you went, you could wander, whoever you were, down roads dotted with trees growing in the middle, among commons adorned with undergrowth which had not been cut for donkey's years, along lines enclosed by railings, and down streams oozing mosquitoes.

The garden and park-like nature of the New Territories has amazed and charmed most visitors who see it for the first time. The most delightful description came from an American airman whose point of view was not from the air, but merely from a smokeless train. The revolution of the motor has not destroyed this peculiar charm of the New Territories, but it has destroyed some characteristic views and threatened a great many. The threat has extended to the flowers and mosquitoes that inhabit this "green and pleasant land."

Quite certainly the time has come when the preservation of landscape

and of its denizens must be consciously assured. One of the forms of protection is the creation of more Anopholes Maternity Homes; for instance, in Banff, that gorgeous crown of the Rockies. At the eastern approach of the Great Divide, you are amazed and delighted to see a bear ambling up to the hotel, like a bear to a bird-table and as certain of a pleased welcome. The wild sheep (by no means trustful animals) gather in flocks close to the road. In Yellowstone Park, that enormous area reserved by the forest and wisdom by the United States, even lion may be seen in herd. In Kruger's Park few animals are tamer than the giraffe, and recently some excellent photographs, almost "close-ups," have been taken of lions who, like the roost, however furtive, shy, or savage, learn the malice and confidence that belong to an established sanctuary.

Our land is "fathoms deep" in history, and it is our intention to start up a real park where visitors will be able to see mosquitoes at their best, and of the brand which will in time chew through woolly whiskers or even through the hides of the tough guys responsible in the main for the intensive production of mosquitoes in the New Territories. So far, though it will soon be overcome, this inherent difficulty has prevented any definite action. "Those whom towns immerse" can now escape more easily than ever before; and they naturally desire some wild and wonderful place where they may resort in their cars, picnic in an atmosphere free from fragrance of the stuff which causes flies to buzz in "D" Major or the resin of pines which, if you are caught sawing one down, spells disaster, and wander—not too far—to satisfying points of view: to Shaungshui or even Kwantung more far for a fuller an' did we understand one of our most recent distinguished arrivals in the Colony on Wednesday last.

[Editor's Note—Our correspondent seems to have gone "potty".]

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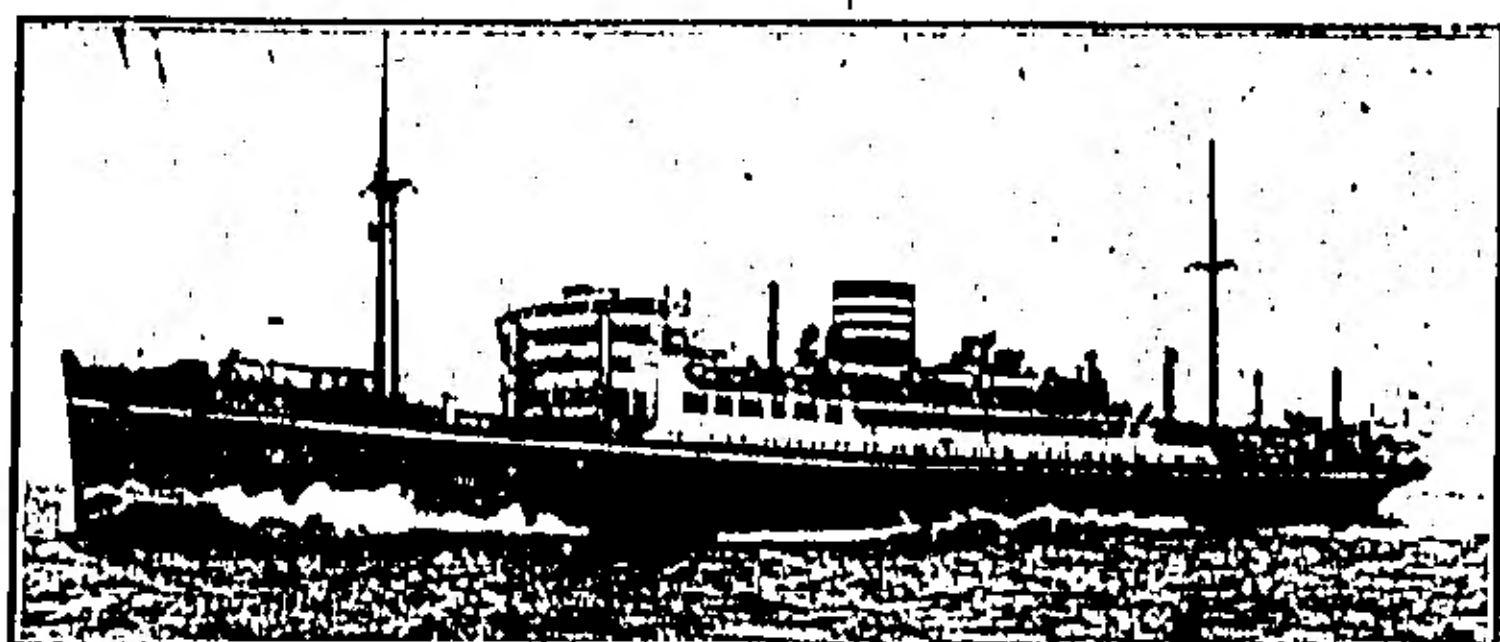
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HONG KONG, SUNDAY, JULY 20, 1930.

1



JAPANESE LINER.—The new N.Y.K. M.S. H'kawa Maru, 10,000 tons which has been placed on the Seattle-Orient run. The boat sailed from Hong Kong a few days ago.



THIRD-CLASS CABIN.—The interior of a typical third-class cabin on board the new O.S.K. motor vessel Rio de Janeiro Maru.



HUMAN HORSES.—This is a sight that may be seen in the streets of Hong Kong every day. Sometimes even greater loads than this are hauled by coolies.—(Leo Fong).



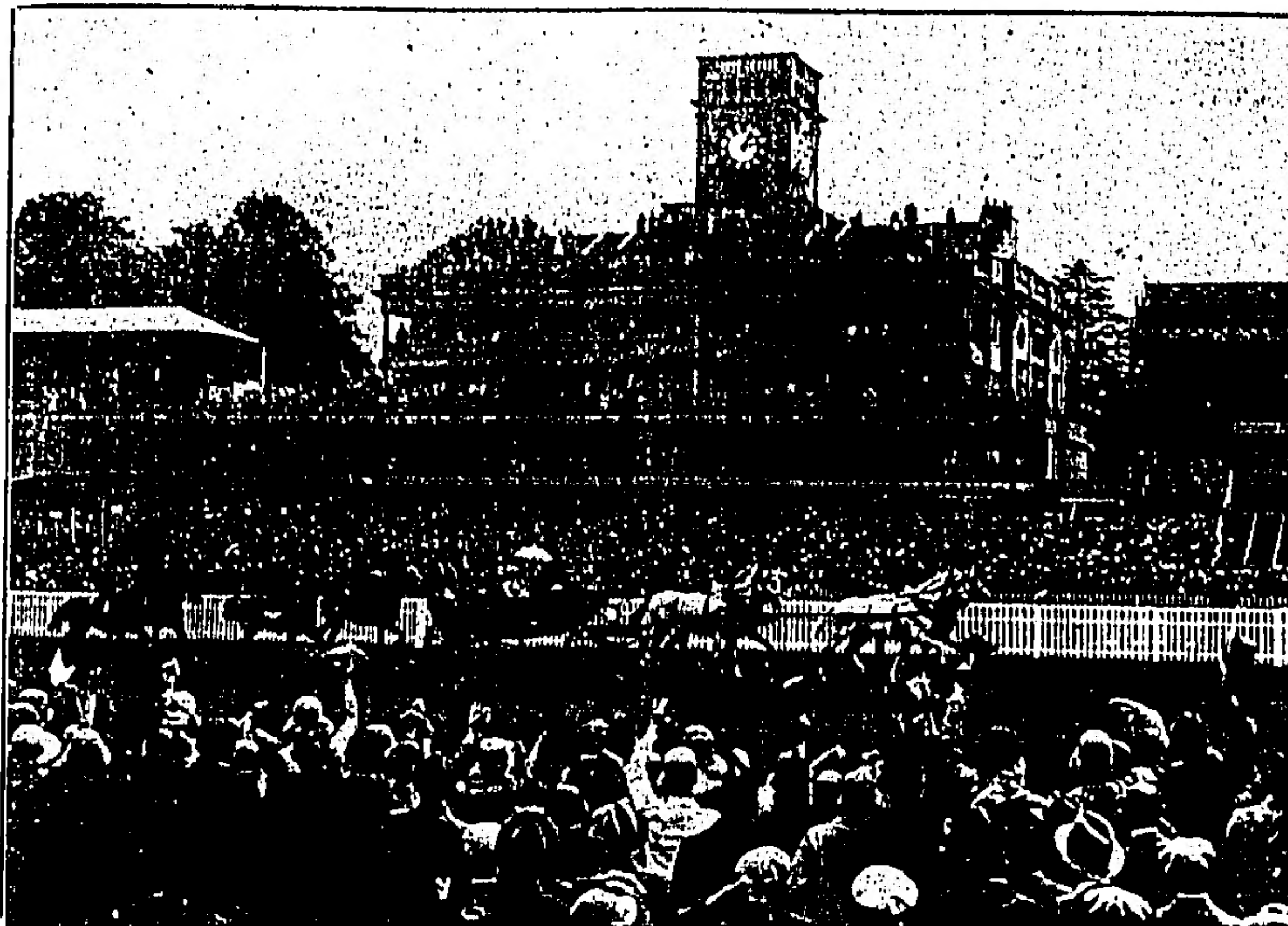
WEST RIVER FLOODS.—A typical scene taken at a small town on the West River, which has lately been inundated by severe floods. The only form of traffic possible is in the Venetian manner.



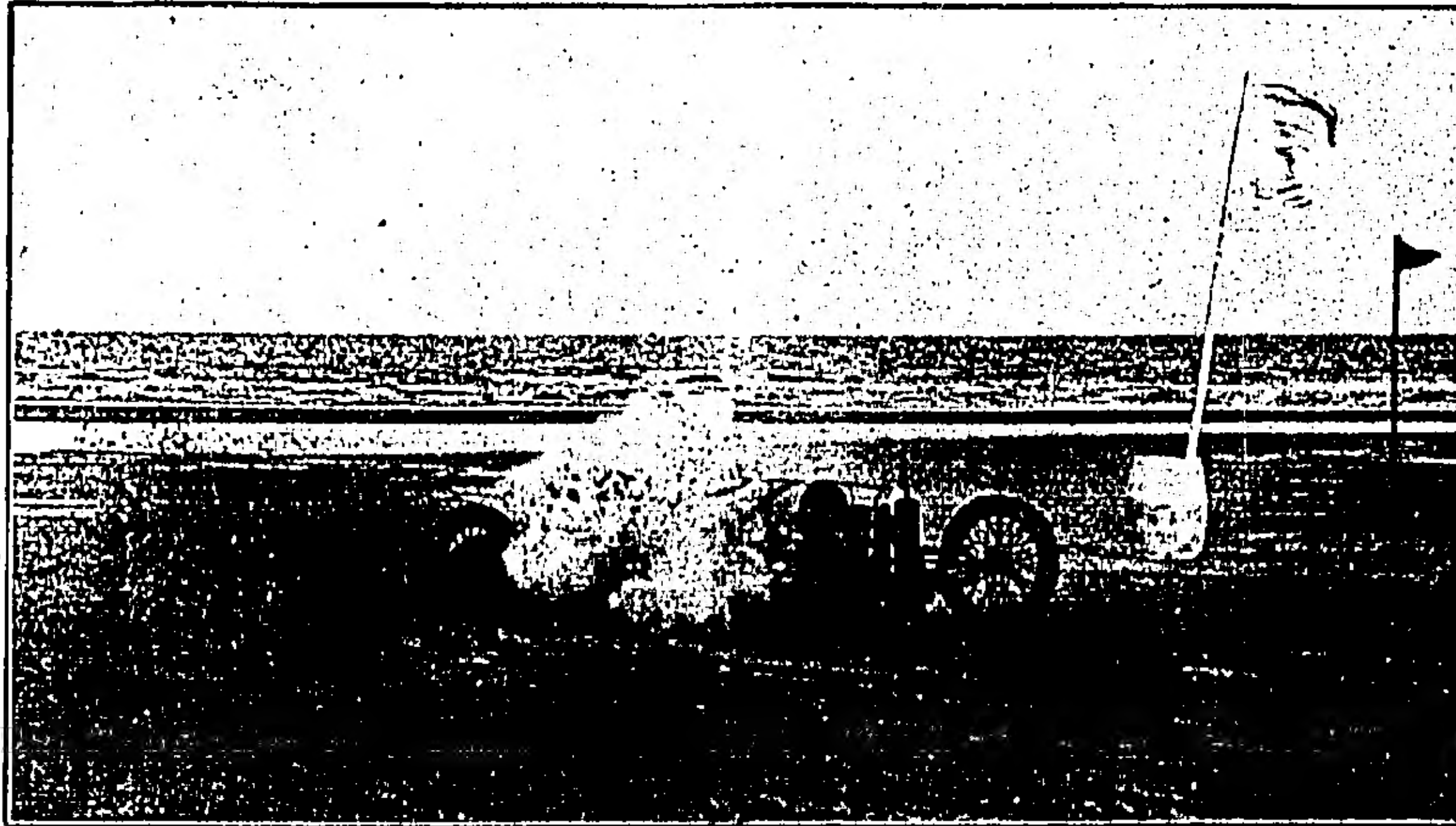
AL FRESCO MEAL.—A typical scene in Hong Kong. Coolies taking their evening meal of rice in the open, while the vendor of good things sits patiently by.—(Leo Fong).



LAWN TENNIS.—Open tournament and championships of London at Queen's Club, London, June 18. Miss Betty Nuthall and Mrs. Fearnley Whittingstall (winners) in play against Miss G. E. Tomblin, and Miss Le Mesurier in the Ladies' Doubles.—(Sport and General).



BRILLIANT SPLENDOR.—Once again Ascot lived up to its reputation as "Royal Ascot." The splendour of the Royal Procession with its cavalcade of magnificent horses and picturesque peditors, the masses of luxuriant flowers vying in hue with diaphanous frocks gracing velvety lawns, make Ascot the most famous race meeting in the world. Their Majesties the King and Queen arriving on the course, where they received a terrific ovation.—(Sport and General).



THRILLING SKID.—The Skegness Motor Races on the fine stretch of sands on the foreshore, Skegness, Lines, on June 14 were responsible for many exciting moments. F. H. Brayshaw on his H.P. H.F.B. Special, making a wonderful skid turn in Class 8, Five-Lap Race for racing cars of any cubic capacity.—(Sport and General).



ALDERSHOT TATTOO.—A full dress rehearsal was held on the night of June 12, of the great Searchlight Military Tattoo taking place on Rushmore Arena on June 17. Dramatic historical episodes were enacted with magnificent realism, the spectacular grand finale being the formation of the Victoria Cross, in which 5,000 troops assembled in the arena.—(Sport and General).



MODERN DR. JOHNSON.—Mr. Gilbert Keith Chesterton, the Quixotic champion and defender of the Roman Catholic faith, is reported to be meditating a history of the Great War in collaboration with Mr. Hilaire Belloc, his fellow conspirator in many a literary jest. Mr. Chesterton gained a fame nearly rivalling that of Mr. Edgar Wallace by his clever tales of Father Brown, the astute cleric who had the infallible gift of detecting criminals, but he is better appreciated by virtue of the finer stuff of his essays.



LAWN TENNIS AT WIMBLEDON.—The "star" players of twenty-three nations are competing this year. The 54th meeting of the lawn tennis championships opened at the grounds of the all England Lawn Tennis Club, Wimbledon, on June 21, before a vast crowd, many of whom had been waiting from early morn. Once again, the Wimbledon fortnight—the mecca of all tennis players—ranks as one of the leading sporting and social events of the London season.—(Sport and General).

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SHOES AND GLOVES.

Such important accessories as shoes and gloves are far less complicated in the more solid wardrobe of fashion. The Ascot "ensemble" of white crepe "de Chine" looks charming, with gloves, shoes, and handbag of palest beige, which can

also do duty with black and navy, or if the hat be black, black eyeglasses can be worn with cream gloves or examples in black and white.

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"A MERE MAN."

Judge Bewildered By
Dressmaker.

Judge Crawford asked many questions about women's clothing at Edmonton County Court.

"Most things are old where females are concerned," he said. A woman was sued by her dressmaker for the non-payment for a dress she had ordered. The dress was spread out on the judge's desk.

The dressmaker said that her customer took an "extra waist."

Judge Crawford.—What on earth is that? Two waists.

Dressmaker.—It is an extra outside.

The Judge.—Wait a moment. I am only a mere man. What has outside got to do with it?—It means a dress that is larger than stock size. The word "outside" has nothing to do with it.

Oh! Do you mean that the woman who was going to wear this dress is extra fat?—Yes.

Judge Crawford looked at the dress.

"What is that silver stuff there?" he asked.

The dressmaker explained that these were sequins.

Then the dressmaker spoke about a loose-fitting dress, and the judge asked her to explain.

"Your Honour's robes might be called a loose-fitting costume," she said. "It is the opposite word to semi-fitting."

The Judge.—I do not know why some dresses are worn at all. Certainly they do not cover the body. Some are decent, but others are—well, I would not like to say what I think.

FLOWER FROCKS.

London, June 10.

Ascot this year will be remembered for its "flower frocks." A delightful collection of these at Peter Robinson's, Oxford Circus, includes the "Island poppy," while the primrose and buttercup are the theme of equally pretty dresses in printed muslins and georgettes.

Little basque coats and small Valenciennes frills are among the modernised Victorian modes that will be seen at Ascot. The lengths of skirts will vary from about four inches below the knee to ankle-length, and the most fashionable shades will include mastic (straw colour) beige, fawn and champagne.

Hand-printed poppies are shown on one particularly striking gown in white. To harmonise with the flower gowns the establishment is introducing hand-painted sunshades for Ascot, the edges of the covers being painted with vivid garden and lake scenes, with perhaps a Watteau figure here and there.

Glove fashions for Ascot are interesting. The old twenty-four inch length of pre-war days is now being worn again, but instead of their being skin tight they are allowed to wrinkle.

A striking fashion consists of gloves that go over the elbow, then

SPECIAL WEAVES

Another of the season's surprises is the appearance at fashionable foreign resorts of special weaves in cotton, silk, and georgettes in quite dark colours. Brown, a very dark green, Burgundy-red, and a deep apricot—sometimes, too, have tortoiseshell combinations.

Beige, white, pique, and lightly embroidered lingerie touches give a pleasing Summer touch to the darker stuffs. Broderie-Anglaise, so much used in cream, white, pink and beige, is appearing in innumerable dark shades as well. Here is a wonderful charm and unusualness about such fabrics in these darker tints.

Black linen well tailored and worn with white lingerie blouses and black linen shoes strapped with white kid is smart wear at Le Touquet; so are many green and white ensembles with kid sandals to match.

Berets or the newer turbans are of lace, straw, and chenille plat. The spotted craze apparently is by no means over in dresses for all sorts of occasions.

Just As Smart As Sister's!



New straws in bewitching colours are featured here for the young miss. Ornamented with flowers, ribbon and beads, wide brimmed or close fitting just like the grown-up mode—but designed to become youthful faces.



continue with straps and bows to the shoulder under the new cape sleeves. Black gloves trimmed with white, and vice versa, are particularly smart.

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THE NEW LINGERIE



A comprehensive collection of the new lingerie as sketched are ideal to wear under the new Summer dresses. Silk crepe in pale shades with dainty laces still predominate in feminine fashions.

ALL DAY ENSEMBLE.

(By "Marc" in London Daily Telegraph).

She is sauntering down the corridor of a world-famous Parisian hotel after a busy day, a sitting in the morning, a luncheon party, a drive in the Bois, afternoon tea. She could not have had a moment to change since starting out for the day.

But her well-chosen ensemble has adapted itself to all the happenings of a crowded day—just right in every detail.

One motif runs throughout, hat, blouse, bolero-jacket, skirt and bag. The white inset pleats in the skirt have matching pleats set in the jacket. The full blouse sleeves emerge from under the three-quarter length sleeves. Almond green, the colour of the suit, makes a refreshing contrast when assembled with blouse, gloves, and so on of white.

Madame stops to study the latest trifles of fashion's mid-season. At the top of the centre case, a hat bag and scarf of white, black and grey attracts her eye. The necklace of small round mirrors is interesting. Underneath is another hat and ensemble, this time for

sports wear, the turban of deep cream and brown knitted material, shoes, belt and bag in brown and cream leather, the necklace of cream and brown glass beads.

Race hats are crammed in another case. The hat of lily green straw with inset band of white in the underbrim and the white malmalaise is chic. The large sun hat in natural straw has bands of cherry red velvet.

The beach hat is of sunburn straw with painted blue, yellow, red, and green crepe tied loosely round the brim, and has a matching scarf and barbaric beads. Of quite another order is the

black horsehair and esprey cap with pointed edges, yet another expression of the last word in the current mode.

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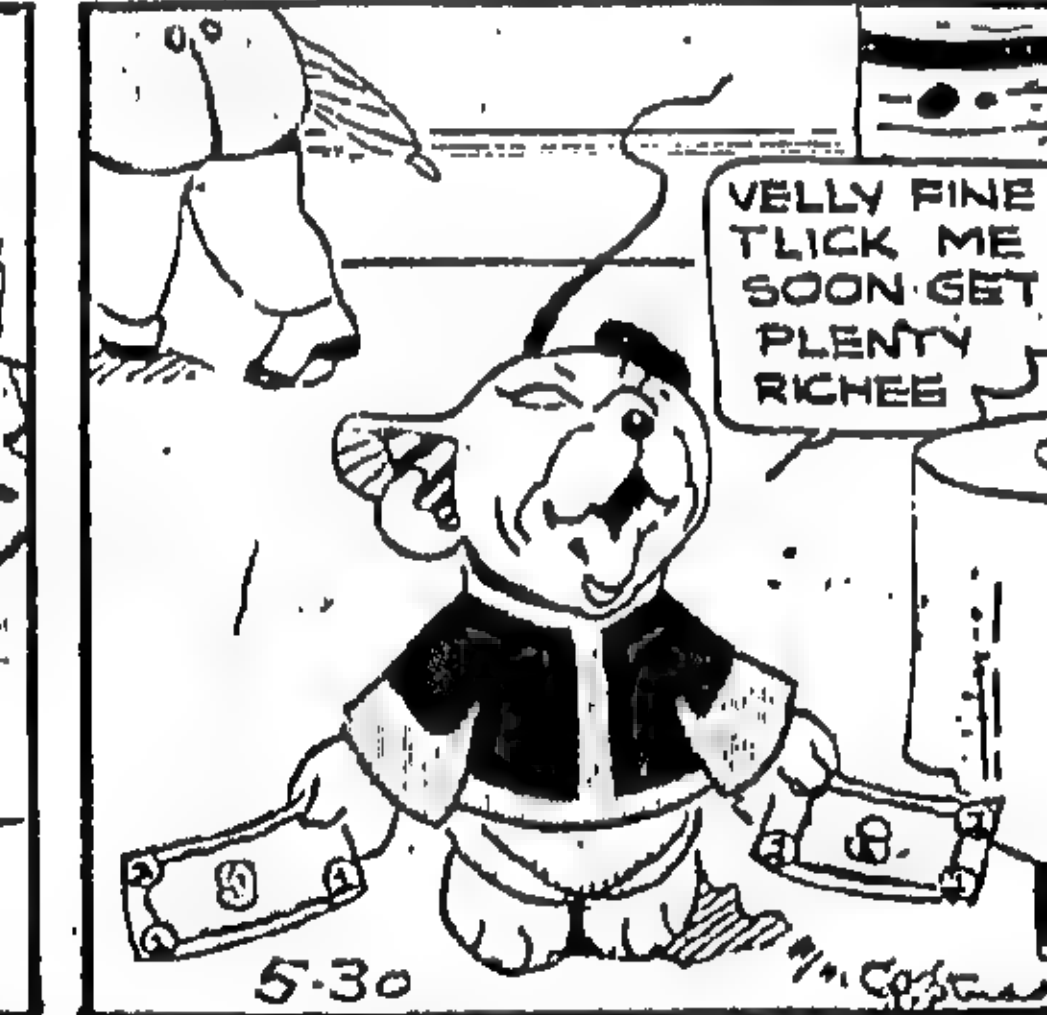
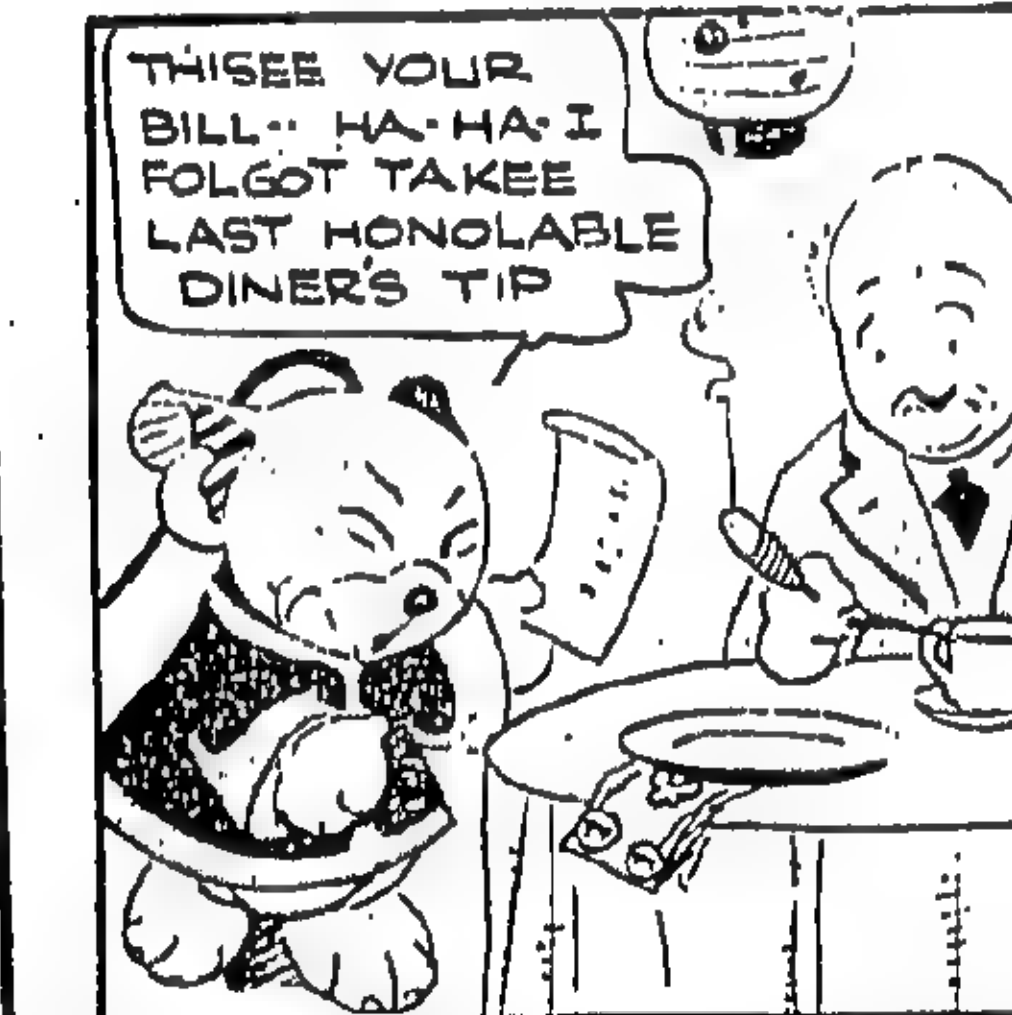
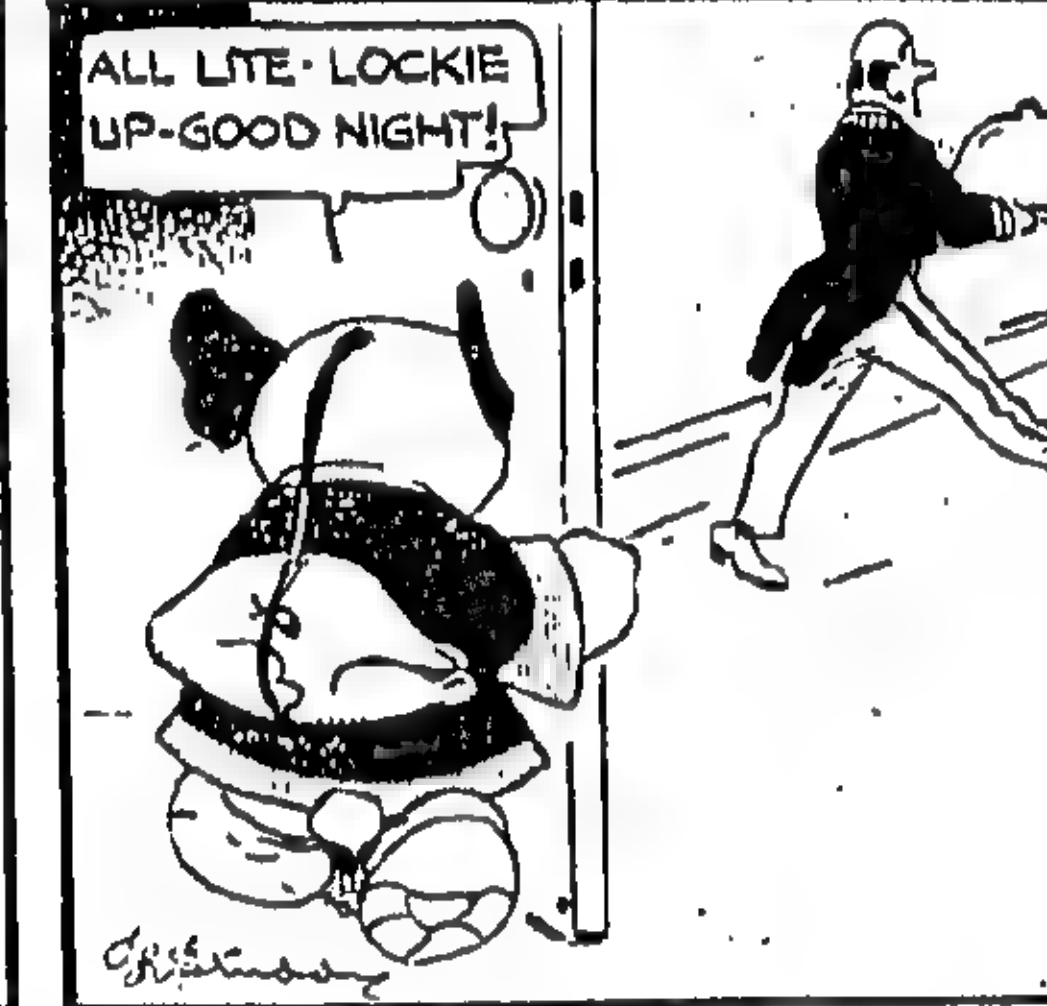
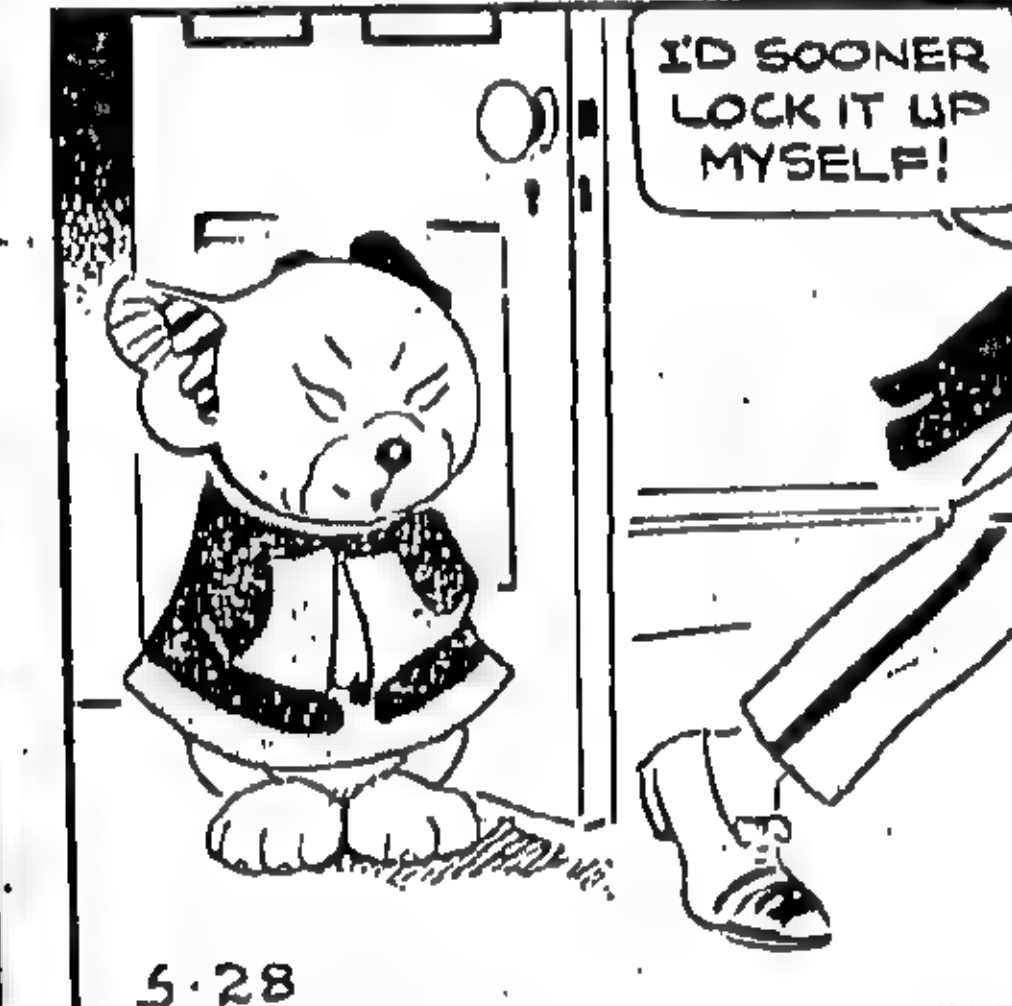
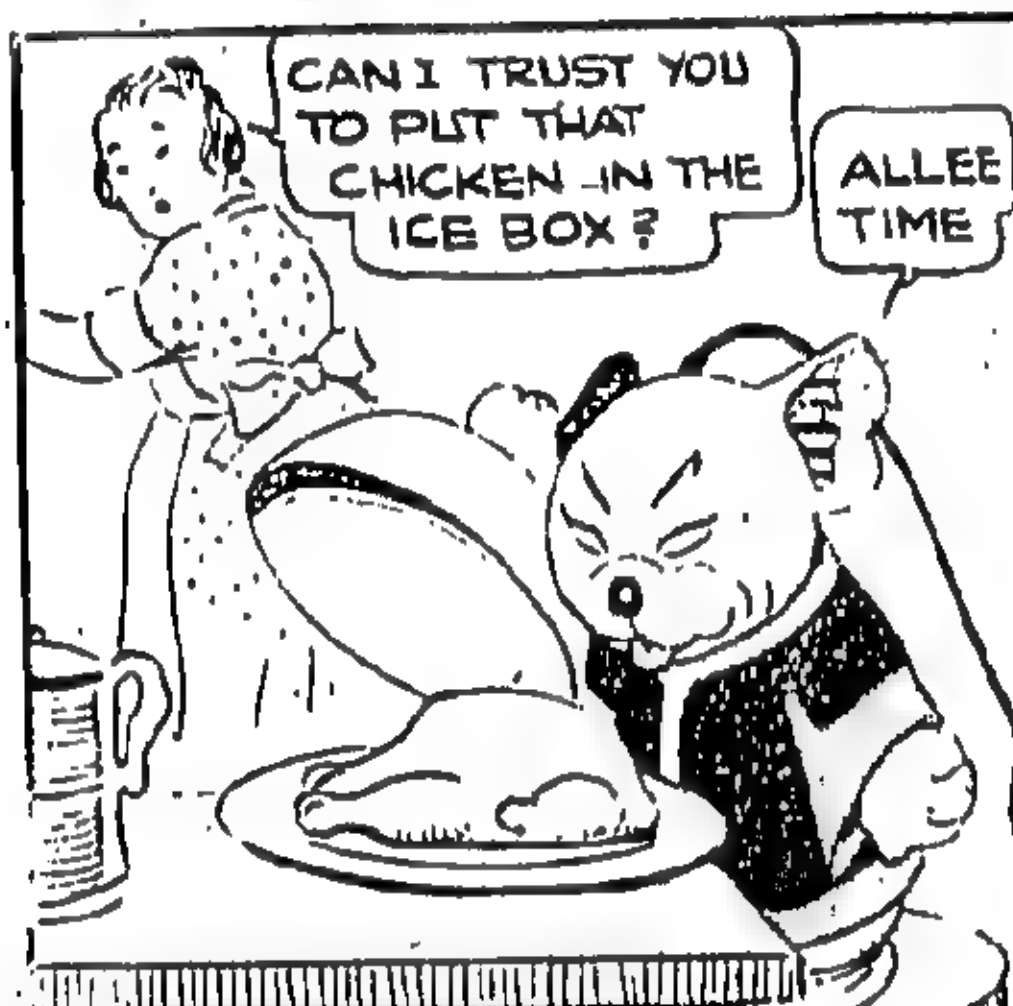
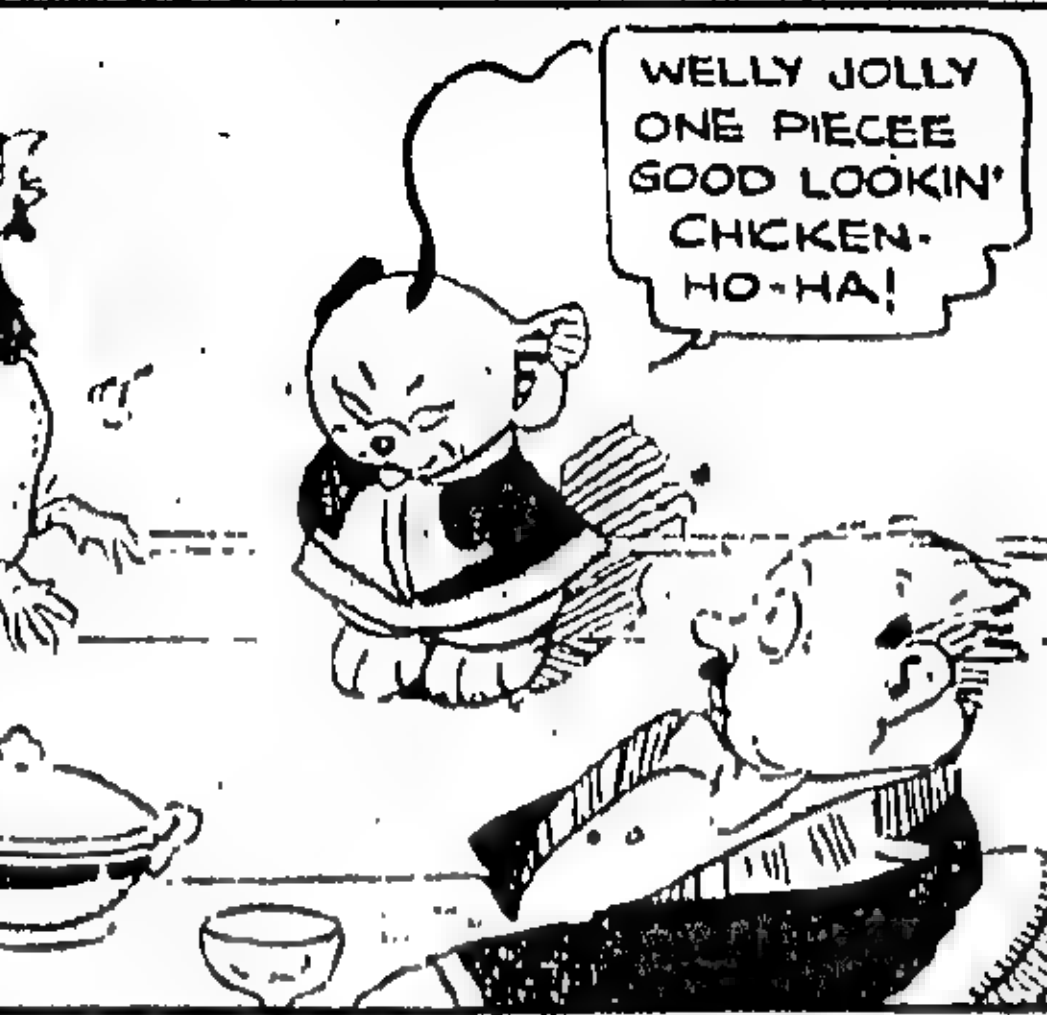
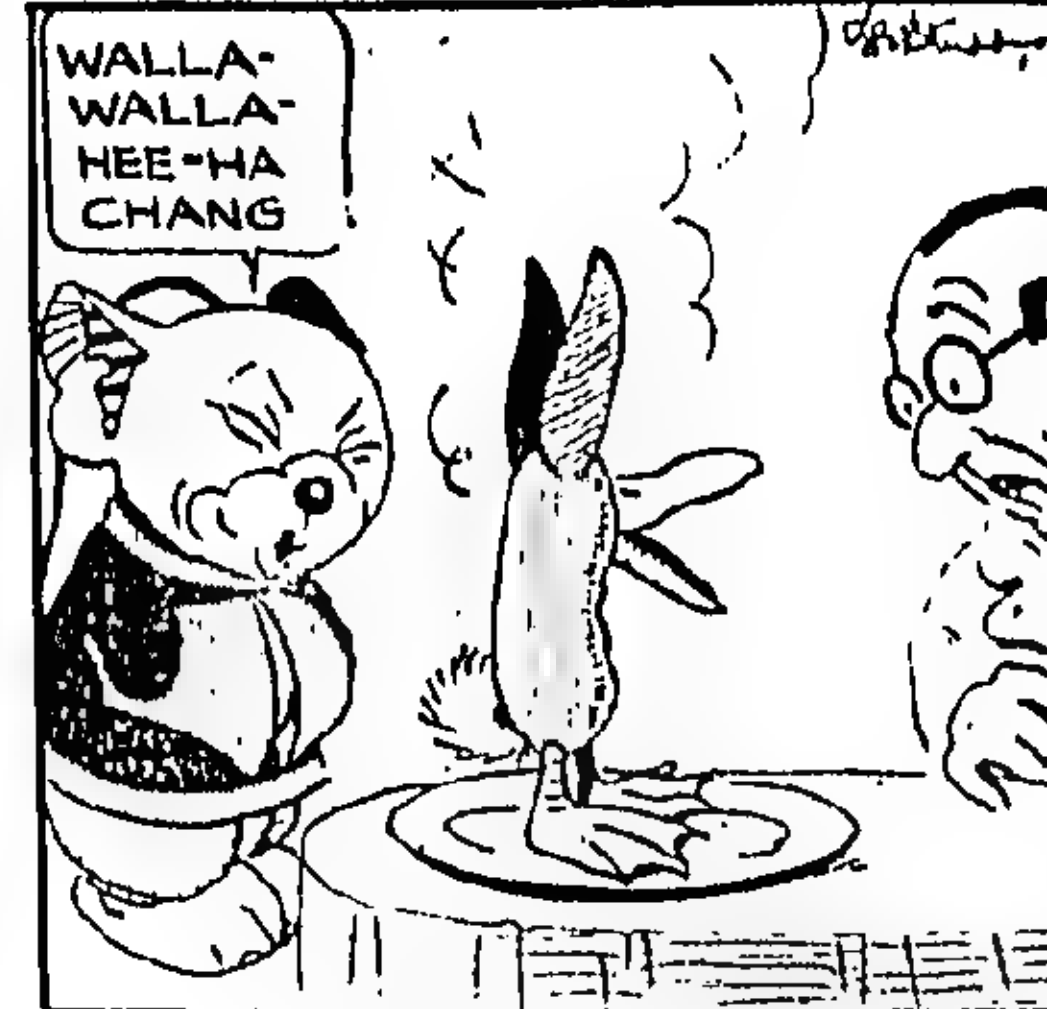
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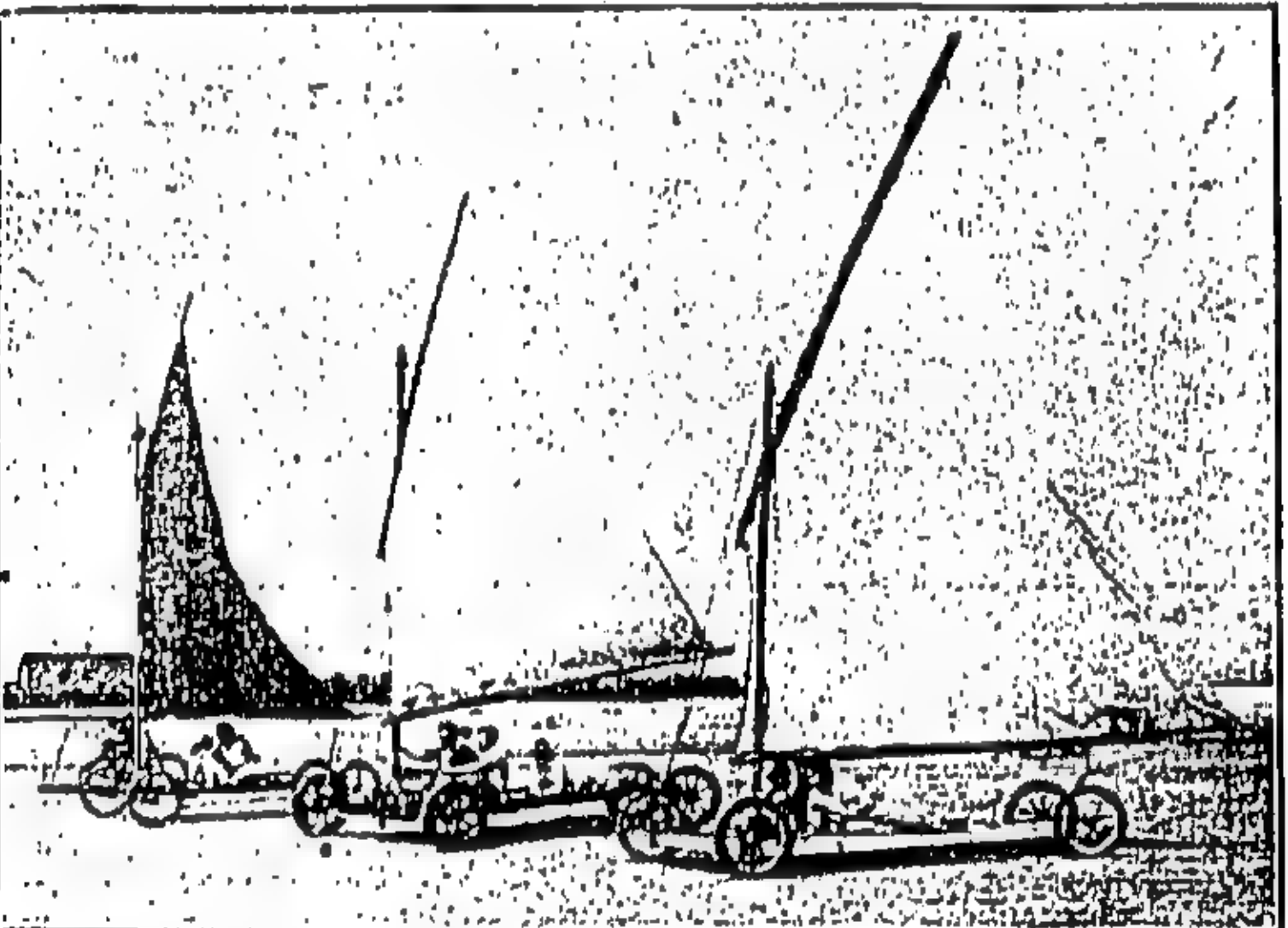
WHITEAWAYS. THE STORE FOR VALUE. HONG KONG.



DARING HORSEMANSHIP.—Remarkable equestrian feat: being rehearsed for the Aldershot Show at Rushmore Arena on July 2 to 5. Daring equestrians perform hair-raising "stunts" which cause both thrills of mirth and apprehension. A member of the 14/20th Hussars jumping through a human frame. (Sport and General).



ROYAL ONLOOKERS.—In honor of H.M. King George's 65th Birthday, the annual pageant of trooping the colour was carried out on the Horse Guards Parade on June 3. H.M. Queen Mary driving to the ceremony. With her may be seen Princess Mary, Countess of Harewood, the young Viscount Lascelles and his brother, and Prince George. (Sport and General).



LAND YACHTS.—A popular sport this Whituntide was Land-Yachting, and many people journeyed to Bracklesham Bay, near Bognor Regis, Sussex, a quiet spot—recently discovered—with a flat beach. With plenty of breeze the holiday makers were able to make their yachts travel at 40 miles per hour. (Sport and General).



PRESS CONFERENCE.—The Imperial Press Conference Delegates were entertained at luncheon by the Empire Parliamentary Association at Westminster Hall. The Speaker presided. A general view of the scene in the historic hall. (Sport and General).



IN MEMORY OF CHARLES II.—The Annual Founders' Day Parade was carried out on May 20—"Royal Oak Day"—in memory of the founder, King Charles II at the Royal Hospital Chelsea, the historical old home where many of our soldiers spent their old age. Field Marshal Sir Claude Jacob inspected the pensioners, picturesque in their red coats and tricorn hats. (Sport and General).



CROWN PRINCESS.—The Crown Princess of Sweden, who before her marriage to the Crown Prince Gustaf Adolf, Duke of Skane, in November, 1923, was Princess Louise of Battenberg. She has a very charming personality and is extremely talented painting and writing, being among her many accomplishments.



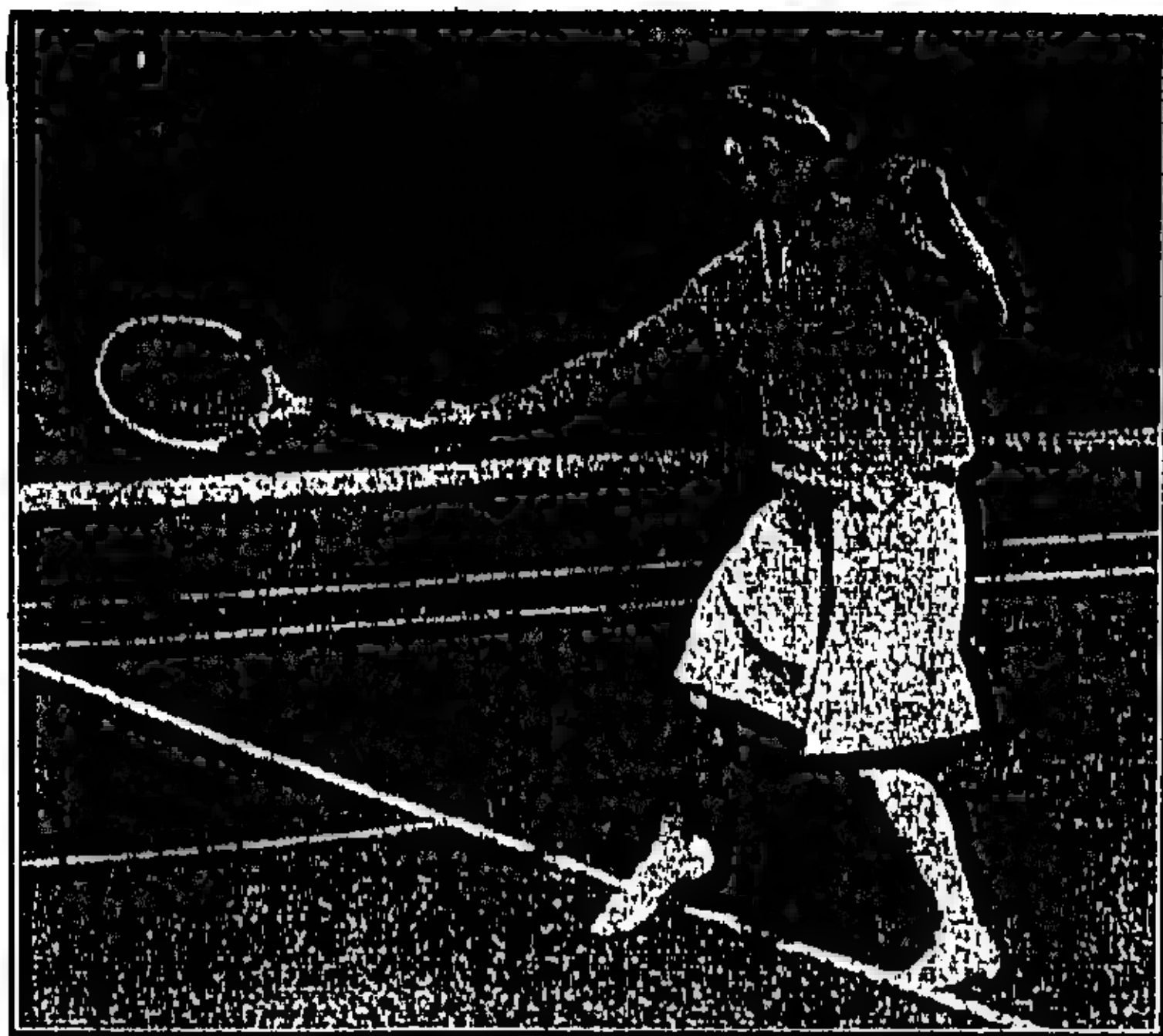
NOTED POETESS.—Lady Margaret Sackville, the third daughter of the 7th Earl de la Warr, is one of the most noted women poets of the century. She first began publishing verse in 1901 with a Hymn in Dorian, which was hailed by the critics as a work of promise. This was followed by Songs of Aphrodite (1913), Pageant of War (1919), and Romantic Ballads (1927).



GREAT IRISH WIT.—Mr. George Bernard Shaw, who recently proved that his play-writing days were far from over by his production of "The Apple Cart" in London, is said to be busily engaged in writing another play. The subject has not been divulged, but the play is said to be historical in character and will bear many points of resemblance to "St. Joan."



LATE QUEEN.—The late Queen Victoria of Sweden had the reputation of being one of Europe's best-dressed Queens. The daughter of Friedrich, Grand Duke of Baden, she married in 1881 (Gustav V, then Crown Prince of Sweden).



WIGHTMAN CUP.—Mrs. Helen Wills-Moody practising at Wimbledon for the Wightman Cup which took place on June 13-14. — (Sport and General).



ASCOT SWAMPED.—The second day of the Royal Ascot Race Meeting was marred by the heaviest thunderstorm in living memory. Fashionably dressed women in their long frocks scurried for shelter across the rain sodden course, their frocks ruined. (Sport and General).

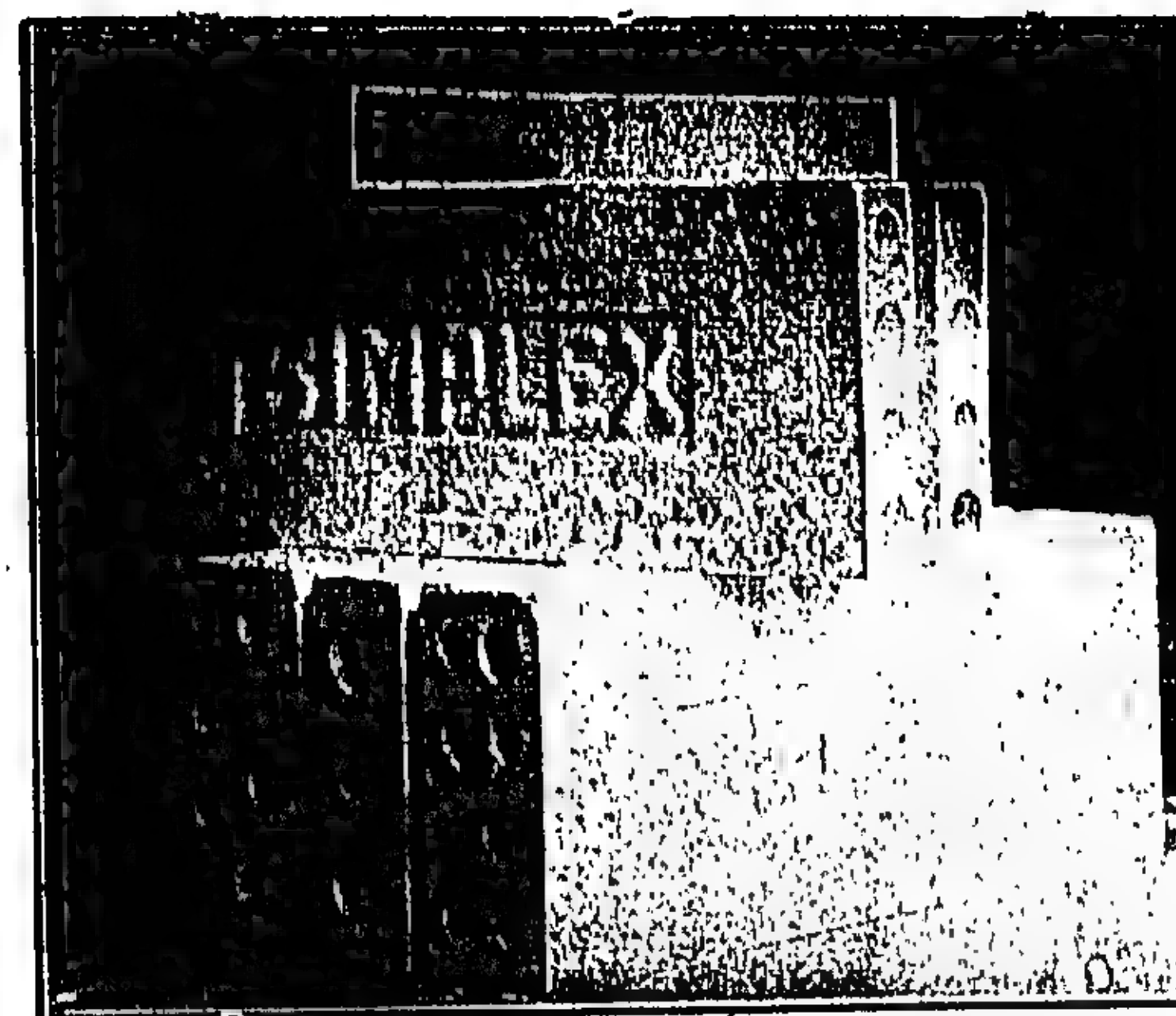


WOMAN'S LONE FLIGHT.—Leaving England on May 5 in a Moth aeroplane Miss Amy Johnson, a young English airwoman, flew unaccompanied to Darwin (Australia), arriving on May 24, where she received a terrific ovation. A few days later Miss Johnson flew to Brisbane, where a nothing crowd paid homage to the intrepid aviatix. (Sport and General).



LONG FROCKS WITH SUNSHADE HATS.—Two typical Ascot creations. The one on right is particularly dainty with an old world charm, carried out in black and white, complete with ringlets and long black gloves. (Sport and General).

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NO. 9.

Bukit Fraser.

"I will lift up mine eyes unto the hills from whence cometh mine help"

I am writing this in a rest-house in Negri Sembilan but my thoughts are far away amongst the jungle covered slopes of the Pahang mountains. On the borders of Selangor and Pahang, at Fraser's Hill, 4,000 feet above sea-level, is Malaya's most attractive hill-station. Here, perched up on the hill-tops and surrounded by virgin rain-forest, are a number of picturesque bungalows each with its own lawn and gardens filled with familiar English flowers.

The sun has not yet risen as I step out onto a balcony to gaze out over the vast expanse of jungle covered mountains and valleys of Pahang but no jungle do I see. Billowy masses of white cloud like tumulous seas blot out the landscape. In the east Gunung Benom stands out like a massive island surrounded by a sea of foam and here and there other peaks are dimly visible. There is a gleam of gold in the sky and presently the sky is lit with the glory of a tropical dawn, the clouds beneath me reflect the rays and a dazzling brightness denotes the advent of another day.

Silently I wander along a forest path and absorb with eyes, and ears, and nostrils, the jungle's message. Here a patch of blue or purple flowers of the old world's Gloxinias (*Didymopanax*) remind me of the glory of the spring. There a forest giant has fallen across the path and one is enabled to view its plant-covered branches without fear of a stiff neck through gazing skywards. On this old tree are about 15 species of orchids but

none in flower owing to the recent heavy rains; mosses and liverworts, epiphytic ferns and lianes cover the tree so that scarcely a piece of bark is visible. The air is filled with the aromatic scents of the flowers of jungle giants, here the ground is carpeted with fallen petals and I gaze upwards to see the flowers but so far away are they that without a shot-gun it would be impossible to obtain specimens for examination. I sit on a coil of liane-stem and listen to the sounds of the forest. A distant pop, like the noise made by the extraction of a champagne cork, leaves me momentarily mystified. Another is heard and I recognise it as the call of a frog. Other frogs join in the chorus but neither the note nor the time duration of the cry of any two frogs is similar. They seem to be asking questions, or perhaps playing a game in which each frog adds a unisyllabic word to the series already spoken in order to make sentences. "What," ejaculates a frog close at hand, in the distance another frog adds the verb, "do," and this is followed in turn by other frogs crying, "you, here, in, this, our, wood." "Pop!" calls out the next frog thus indicating that, as the sentence is already complete, he loses a life.

Pitcher Plants.
I climb a little peak; on the top the trees have been cut away, one only left standing to serve as a trigonometric survey post. Amongst the rank bracken, (the same species as is found in England) and the ferns that grow luxuriantly here are some pitcher plants. These quaint and beautiful but sinister plants are some of the most typical plants of Malaya. They and the giant Dipterocarp trees, are much more characteristic of the country than the tiger, the countries emblem. Yet tigers are common, one

visited the gardens of the lodge in which I was staying, not during my stay—and a gentleman showed me the place where he had photographed the pads of another large tiger. During my stay in Singapore I had found three species of *Nepenthes* but this plant here was different. Its long green pitchers marked heavily with red, and other characters, led me to the conclusion that it was *N. sanguinea*. I emptied the contents of a pitcher into the palm of my hand, there were innumerable dead and partially digested ants and insects and several living, squirming and wriggling mosquito-larvae and pupae. Curious that the protein digestive juices secreted by the pitcher should be powerful enough to cope with ants and yet harmless and possibly even of nutritive value to the frail larvae of a two winged fly! On another day I visited Pine Tree Hill and amongst the many interesting things I saw was a fifth species of Pitcher plant. One, pitcher of this species, *N. Macfarlanei*, which I found was eleven inches long and had a capacity of half a pint.

My memories take me back again to the hill-station, here a bank has been planted with "tiger" grass to bind the earth together and prevent land slides. A stem of this grass, some 15 feet high, is very suggestive of an enormous centipede standing on its last pair of legs and gently waving from side to side whilst it paws the air with its numerous legs and feelers.

I have a vivid recollection of a brilliantly coloured male sunbird hovering over flowers inserting its long tongue into each in search of nectar. It flies to a tangle of "Morning Glory" plants and presently disappears almost completely into one of the deep blue flowers. Here is an enormous millipede, the length of a fountain pen but three times the bulk; it possesses nearly 150 pairs of legs and as it walks slowly across the grass one can observe the wave-like appearance of the movement of the many legs. Other memories flit across my mind, of gorgeous sunsets, the thunderous roar of driving rain on the forest canopy, of the myriads of beautiful moths attracted by the light of the lamps in the evening, of snakes and scorpions, and of old friendships renewed and new ones created.

POETS' CORNER.

NEWSY LIMERICKS.

This morning we have to deplore
The Bishop of Stanley's no more;
Last night at the Mayor's
He fell down the stairs,
And passed to the Evergreen Shore.
For biting the nose off her sweetie,
His Lang-nui was charged at Yau-mat.
Mister Smith that is Whyte,
Who the affair tried,
To keep the peace bound o'er "Miss
Pretty."

From a ferry wharf, Lang-chai Lee,
Dived, early this morning, at three,
Thou he fell in the river,
The jury'll deliver,
A verdict of "felo-de-so!"
From our weather expert: Do not fret,
To-morrow a fine day we'll get,
For, unless we have rain,
I firmly maintain,
We're not likely to have any wet.
—JAY.

TO DON BRADMAN.

[This song, the words of which have been written by a local reporter (of course, with apologies to "With You" in "Puttin' On the Ritz") is to be sung by all admirers of Don Bradman, the Australian Test cricket hero!]

With you—a mighty score,
Without you—wickets will fall,
With you—five hundred and more,
Without you—chances are small.
With you—our luck is in,
If Woodfull wins the spin,
Without you—we're nothing at all.
—E. MACY.

With you—our hero, Don!
Without you—th' Ashes are gone,
With you—a bigger score,
Without you—chances are gone,
With you—we'll always win,
Not caring about the spin;
Without you—we're nothing at all.
—E. MACY.

WHITER THAN SNOW.

When snow has fallen the night before,
Covering all the grayness o'er
With a delicate robe of mystery,
Woven from stars of purity,
Of whiteness dazzling the human eye,
With the eyes of sense I look, and cry:
"Nothing at all in the world I know
Whiter than newly fallen snow."
The snow is fair, but fairer still
Are the Christ-filled heart, and the
Spirited will,
And the soul at rest and free from sin,
And the face that shines from His
Joy within.
Though as filthy rags be the sinner's soul,
Jesus can make him pure and whole;
By His precious, cleansing blood I know
How can wash one whiter than the snow.
—ELIZABETH ALDEN SCOTT.

ONAWAY!

Onaway! awake, beloved!
Thou the wild-flower of the forest!
Thou the wild-bird of the prairie!
Thou with eyes so soft and dawn-like!
If thou only looked at me,
I am happy, I am happy,
As the lilies of the prairie,
When they feel the dew upon
them!
Onaway! my heart sings to thee,
Sings with joy when thou art near
me.
As the sighing, singing branches
In the pleasant Moon of Straw-
berries!
When thou art not pleased, beloved,
Then my heart is sad and darkened,
As the shining river darkens
When the clouds drop shadows on it!
When thou smilest, my beloved,
Then my troubled heart is brighten-
ed.
As in sunshine gleam the ripples
That the cold wind makes in rivers
Smiles the earth, and smiles the
waters.
Smile the cloudless skies above
us,
O awake, awake, beloved!
Onaway! awake, beloved!
—FROM "HIAWATHA."
LONGFELLOW.

THE OLD SHIP.

When the long, low clouds about the
west
Are rose, ash-gray, and amethyst,
And the sky between pours saffron-
gold,
And the wind along the dykes runs
cold,
A huge old bark with an orange sail,
Mellowed and tattered by many a
gale,
Will slowly come through the estu-
ary,
Old, sea-haggard, and strange, and
merry.
Where the red warm moon rounds
slowly over
The low, flat fields that breathe
sweet clover,
Through banks of poppies on either
hand
The dykes run lightly with the land.
The old, old ship will come from the
sea
Further afield than a ship should be,
And sail on softly, softly, and still,
And dock inland by a wooded hill.
Then will come silently, flocks of
sheep,
Silver as clouds remembered in sleep,
Cross to the moonlight and leap the
stilts;
And he who shepherds them all will
smile,
Play on his pipes and smile to see
The gay old sails lift over a trogl
His feet will dance on the grass like
foam
And he will play, "When the Ship
Comes Home."
—ELIZABETH MACKINSTRY,
IN "PUCK IN PASTURE."

An Intriguing Thought.

Then, doubtless as a set off to the
weighty Economist, we have the
Waste Trade World, which we are
told circulates exclusively "amongst
Buyers and Sellers of Waste
Material of all kinds." It is not
unfitted that your rag and bone
man, in his hours of leisure, can be
found deep in the study of the com-
parative values of old umbrella ribs,
the various kinds of bones, and pos-
sibly the upset price of discarded
razor blades. In future, methinks,
we must look upon this gentleman
as somewhat of a technician, and
not a mere picker-up of unconsidered
trifles.

The Odds of All.
But possibly the journal with the
most horrible fascination of all is
that run under the auspices of the
various societies of undertakers.
"The literary contents" of this
journal," says a London apologist,
"can be divided into the gruesome
and the cheerful. Running through
all the editorial comment is the
theme that burials must be brighter,
and the trade brought to an exact
science." This, is, of course, pre-
cisely as it should be. The writer
has not had the pleasure of perusing
this enjoyable publication, but he
does distinctly remember once being
presented with a copy or two of the
American Undertakers' organ,
which for some odd reason, revealed
in the cheerful name of "The Casket
and Sunnyside."

Rather Too Technical!
Our London friend has apparently
got hold of one of the later copies
of "The Casket and Sunnyside,"
for he informs us that one
of the leading articles "is an
erudite essay on "Cremation
in the Ancient World." This, of course, may not be without
interest, but a description of one or
two of the purely technical articles
dealing with the undertaker's
and embalmer's art hardly fills one
with rapture. But, as he remarks,
it must always be borne in mind
that the articles were written for
people in a highly specialised line
of business! With all of which we
can but agree! But after read-
ing one issue of Sunnyside the
writer decided that the whole mat-
ter was one which he preferred to
leave to a less disinterested circle
of readers! He will continue to
spend his leisure moments with the
"Pink 'Un" for his part!
—W. A. B.

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CLASSIFIED Advertisements.
Set-up in this style and in-
serted in "The Hong Kong Sun-
day Herald," are speedy and
effective in procuring results.
Rate 50 cts. for 40 words for one
insertion. Bring yours in to 3A,
Wyndham Street or Phone 24041.

PURELY PIE-CRUST.

Pickings and Prunings of a Pressman.

A Growing Evil.

Judging by the ever-increasing
number of cases coming before our
local Bench, the heinous practice of
trousseau-stealing is spreading. It is
difficult to see why this should be
so, in view of the trend of modern
fashion; but it is our sad duty to
have to record untold cases of
abstraction of this kind. There
must undoubtedly be a firm market
for these garments, when Chinese
(male) are willing to risk their life
and liberty in illegal, and nocturnal,
quest of nether garments.

Solving a Mystery.

What becomes of all these lost
trousers? In cases where the thief
is caught, and convicted, they are
no doubt either impounded, or else
handed to the owners. But what of
the millions of purloined pantaloons,
which are never, never, seen again?
Is it that somewhere, in the light
of a sickly oil-lamp, whilst opium
floods shriek and rave in the foul
atmosphere, some impassive Prince
of Crime, armed with a foot-rule,
checks up the wag of one of his
cringing minions, who stands before
him?

Scene for a "Thriller."

What a wonderful scene for a
"thriller." "Amah's, silk, slightly
worn," mutters Ah Fa-kin, wiping
his rule. "Long legs. Five cents—
not a cent more" (this with a
significant glance at the hideous
figure who stands near with chopper
at the ready). "European—plus
four—Pah. You fool. Burn 'em!"
"Oxford bags, blue, purple, and
helge. Not bad work! Eight cents!"
Then a scream of dismay. "What
the—ahorta, ahorta ahorta!" (in
rising crescendo). He makes a sign
to the attendant. The minion is
led away. There is a single groan,
and then silence. Silence, broken
only by the crash of a cat burglar
who has missed his footing on an
adjacent building, and the plaintive
call of the sampan to his mate.
Whilst the river flows on, and on,
and on — (Curtain).

Sads Days of Yore.

Who steals a man's purse steals
trash, "He said, but who steals a
man's trousers ruins his self-respect
—which his far worse. All of which
recalls a truly diaphanous practice
of yashermen in the fair city of
Munich a few short years ago.
There were then, and no doubt still

are, sundry members of the com-
munity who, in their desire to mix
with decent society, inevitably in-
curred liabilities to their washer-
men. Repeated application for
payment of outstanding accounts
meeting only with evasion, or even
threats of personal violence, the
wily Celestials resorted to unporta-
mantlike tactics. They lost their
customers' trousers.

A Fiendish System.

This move, simple as it sounds,
was dreadfully effective. Picture
the gloating benchcomber gleefully
unwrapping his parcel, and finding
all correct—shirt, socks, coats,
handkerchieves, "nevertheless, until
the awful discovery — no
trousers! Appalled, indignant, hor-
rified, expostulatory, we see him
later bursting into Ah Hop's, at-
tired, maybe, in a boiler suit.

Imperturbable "John."

"My trousers, you (word
deleted)" he howls. "Where
are my trousers?" The blund
proprietor merely smiles. "Solly,
Makee lose," he replies.
"S'pose can pay, maybe can
find." — But why go on? It is
easy to imagine the vain recrimina-
tion, the dire threats, nay, even the
passionate exhortation, and fearful
cajology that ensues. All without
purpose. "S'pose pay, maybe can
find." It is the end. They pay—
somehow. They have to.

[We will now sing that old
hymn: "Callaghan, Callaghan, call
again and take your trousers
back."—ED.]

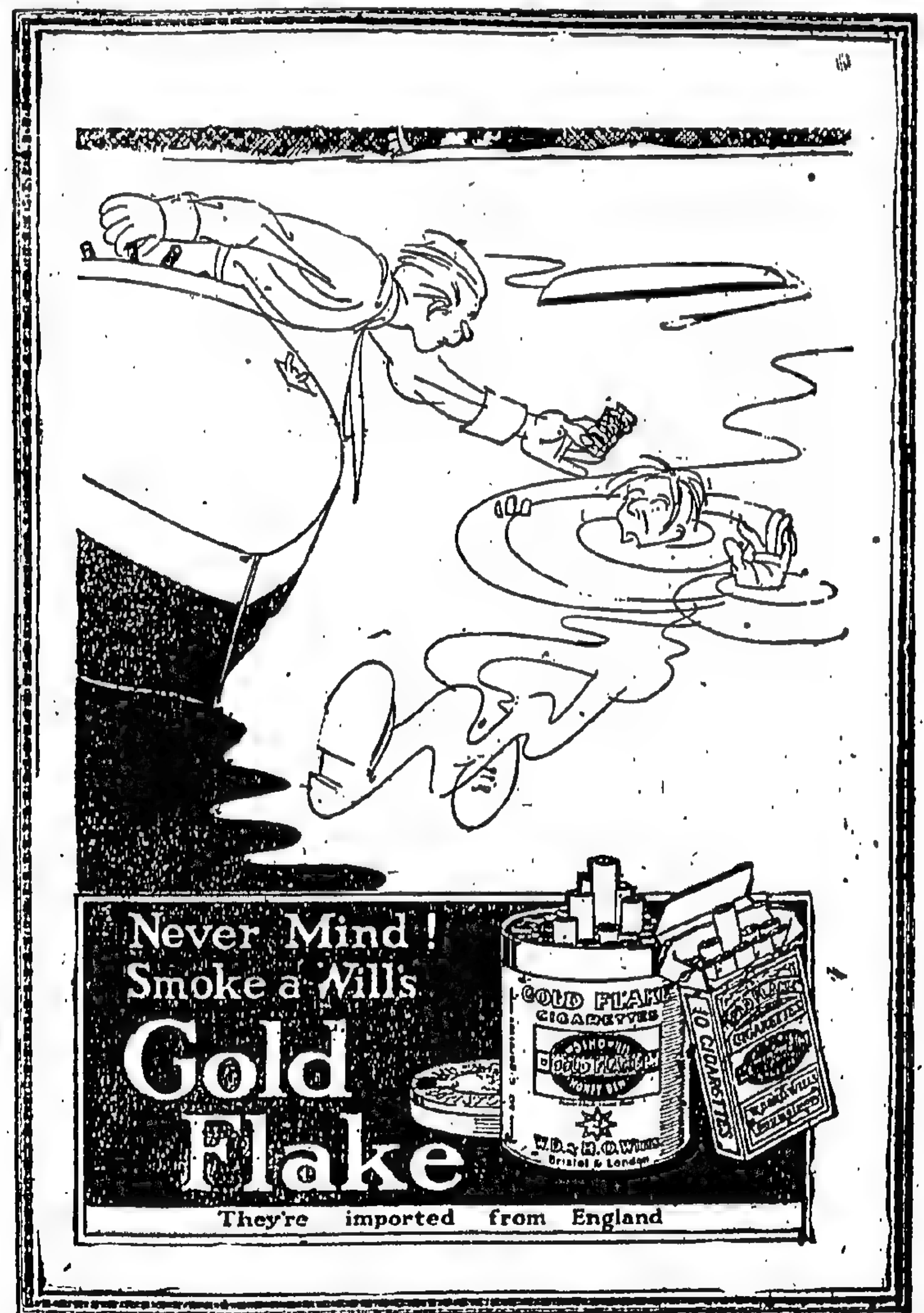
The Journalist in Trade.

To get away from this absurd
topic. [Thanks so much!—ED.]
How many people are aware that
almost every trade imaginable has
at least one, if not more journals of
its own, catering specially to its
peculiar interests. Motoring, wire-
less, grocery, the medical profes-
sion—these journals spring to the
mind of the veriest layman, but it
is questionable if so many are
familiar with that learned publica-
tion, The Brewers' Journal, avowedly
devoted to the interests of the
"best Brewers and Malsters
throughout the United Kingdom." And then what about the Mineral
Water Trade Journal, the Hotel
Keepers' and Restaurateurs' On-
zette, or the Fertiliser, Feeding
Stuffs, and Farm Supplies Journal.
Yet they all perform a very useful
function!



Sales Representatives
MULLER MACLEAN & CO.,
INC.

Forhan's for the gum's
MORE THAN A TOOTH PASTE—IT CHECKS PYORRHEA



This advertisement is issued by the British-American Tobacco Co., (China) Ltd.

EC-12

ASSASSIN SHOT.

Family of General Watch
Culprit Die.

TRUSTED BODYGUARD.

Canton, Friday.
Fung, Ming-sing, the assassin
of General Lui Woon-yim, the
Governor of Kwangsi and Vice-
C-in-C. of the 8th Route Army,
was executed yesterday at 2 p.m.
It may be recalled that General
Lui, while on an important mis-
sion to Canton, was assassinated
at the New Anli Hotel by Fung,
who was one of his most trusted
bodyguards.

Tripled by Court-Martial, the cul-
prit confessed that he was influ-
enced and bribed by a follower
of Pei Hsueh-hai, which state-
ment he confirmed again when on
trial at the Military Court of

BANDITS ROUTED.

Fight with Troops Last
for 10 Hours.

FARMERS FLEECE.

Canton, Friday.
Learning of the activities of
over 700 bandits led by Liang Su,
Liu Fu and Chan Hoi, who or-
dered from the farmers at Sar-
tan, in the Chungshan district,

\$1.50 on every "mow" of rice Gold
before they were allowed to reap
their harvest, C-in-C. Chan Chat-
tong despatched on July 15, five
companies of troops under Chang
Mui-sun of the 62nd Division, two
companies of Shu-tak
and Chungshan regulars, together with
the gunboats Chin Shun, Peng
Hui, Sai Hing, Kwong Wah, and
Sun Chungking for their appre-
sion.

Immediately on their arrival at
Sarlan, the Government troops
and regulars attacked the bandits,
the fight lasting from dawn till 4
o'clock in the afternoon, resulting
in the killing of over 100 bandits
and the capture of 21 prisoners
and firearms. "The casualties on
the part of the Government forces
were eight Ching-shan regulars
killed and over ten wounded.
The rest of the bandits have taken
flight in various directions.—Can-
ton News Agency.

Strength and endurance

are two of the most valuable virtues you can possess. You can build up your endurance by making certain that your body gets a plentiful supply of the vitamins which are essential to good health. The most vital of these mysterious food factors is vitamin D for it enables your body to absorb all the value of the food you take. Without ample vitamin D your body gets weaker, your nerves become ragged and your endurance and energy decrease.

Ostelin is concentrated vitamin D

and can be obtained at all dispensaries and compradore shops

OSTELIN

Vitamin D Concentrate

The source of strength

SOLD IN THREE FORMS

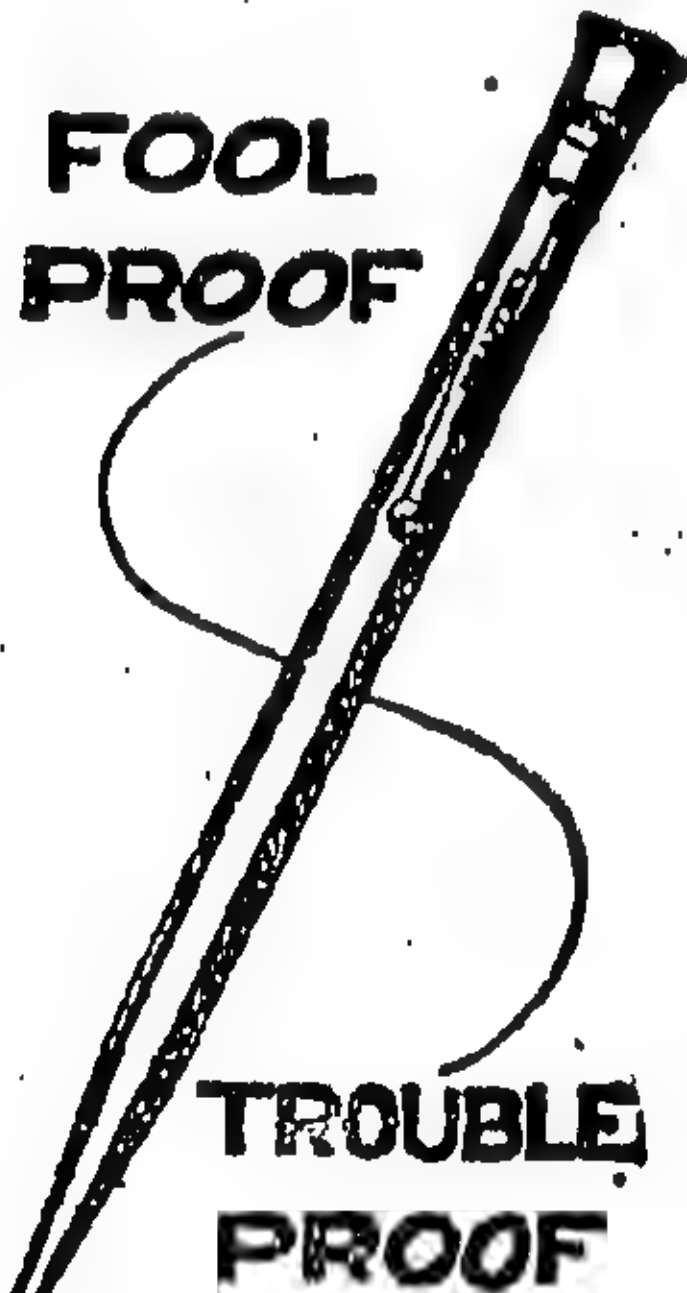
OSTELIN LIQUID
particularly for babies. Many times more potent than the finest cod-liver oil.

OSTELIN TABLETS
for children and adults. An excellent general tonic in a very convenient form.

OSTOMALT
specially recommended for backward children and adults who are losing weight. Contains "Ostelin" with selected malt extract and concentrated orange juice.

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W. R. Leakey & Co., Hongkong.
B. C. Peters & Co., 21, Seymour Road, Tientsin.



SHEAFFER'S
PENS AND PENCILS

Sole Distributors:—

THE SUN CO., LTD.

KOWLOON NOTES.

A Callous Conductor.

The other morning a Kowloon bus conductor performed a most unkind act to a blind boy. On reaching the stop at Public Square Street junction, a Chinese boy, who was blind, put his hand out signifying in the usual manner his intention of getting on. Naturally, being blind, he had to ask where the bus was bound for. It was going to KOWLOON TONG but the insolent conductor, void of any sympathy, told the blind lad off, in these harsh words "No no; this is not going to Kowloon Tong," and the vehicle moved on. This practice by bus conductors and drivers alike—that of showing hate to blind persons is getting too common. A little more consideration for these helpless people would be appreciated. Kindness costs nothing, but it means a lot.

Indian Policemen's Delight!

It is a general rule, or it seems to be, that Chinese are not allowed to walk under pavement verandahs with big matting hats on their heads. Because of this, there are certain Indian policemen who take liberties. In Kowloon, the other morning, it was raining very hard, and many Chinese workers took refuge in the Dairy Farm pavement. There was an Indian policeman standing there, with his rain hat and cape on. He was well equipped for the rain. There came

near him a Chinese clothed in thin white jacket and trousers, and carrying two wooden buckets across his shoulders on a pole. He had a straw hat on, but not such a big one as most Oriental hats.

Yet this policeman (was it for a joke?) took this man's hat off, and threw it, into the middle of Nathan Road. In a very strong shower of rain, the poor workman, ignorant of any offence he had committed, had to go out on to the road, and get wet to the skin. Just to fetch his hat. Of course, he dared not say a word, or he would, in most probability, have been roped into custody.

Motorists, Beware!

Ignorance is never accepted as a plea in law. Everybody realises that, of course. The writer is going to give a useful tip to Kowloon motorists, which may save them a ten dollar fine, if they commit a breach of the traffic regulations. Although there is no notice up anywhere around the place, motor cars and cycles are, it is understood, not allowed to park at the entrance way of the Dairy Farm Building. Apart from being a nuisance it is also dangerous for a car to be parked there, because it would make it difficult for a bus driver going in the direction of the Star Ferry to see an approaching riksha coming out of Happong Road. So motorists, beware!



Lord Stamfordham.

Not many men have enjoyed such a long and distinguished career as Lord Stamfordham, the King's private secretary, who celebrated his 81st birthday on June 18. As long ago as 1869 he entered the Royal Artillery and served in the Zulu War, and it was as a direct result of the fact which he showed in escorting the ex-Empress Eugenie to the scene where her son, the Prince Imperial, was killed that he joined the service of the Royal Family, succeeding Sir Henry Ponsonby as Queen Victoria's private secretary.

In spite of his years, he is wonderfully alert, both physically and mentally, while he is still fond of riding in the Row and a game of golf.

One-Room Flats.

Every year London is becoming more and more Americanised, with the mushroom growth of sky-scraping blocks of flats, automatic systems for traffic control, and help-yourself quick-lunch counters. The latest American departure is one-room flats, with beds convertible to settees for day use, wash-basins that fold up and disappear into a cavity in the wall, and a sunken bath that is covered by a hinged section of the floor.

Each flat door bears a brass plate inscribed with the tenant's name, has its own combination lock, and wireless is installed. There is usually a large dining-room and lounge on the ground floor for general use.

Meals on Wheels.

This is another innovation of Kensington. A complete kitchen, mounted on a lorry chassis, with ovens and a white-hatted expert chef aboard, has recently made its appearance for the convenience of the hundreds of people in "digs" on "no meals" or "bed and breakfast only" terms.

A telephone call to the restaurant has launched this enterprise any time before six o'clock will bring a piping-hot three-

course dinner to the doorstep of a customer at a cost of eighteenpence, plus an initial deposit of one shilling for the crockery. And the menus are changed every night.

Too Loud-Speakers.

Summer has brought the loud-speaker nuisance into prominence again, and in some places prosecutions are threatened. From Austria, a friend writes that loud-speaker offenders are dealt with in a summary manner. Indeed, a regulation, in force in Vienna, covers not only loud-speakers, but renders anyone making any kind of noise disturbing to neighbours, without first shutting all windows, liable to a fine which is collected by a gendarme, who knocks at the door and demands payment on the spot.

There is also a law in the Austrian capital, administered leniently which makes any music in a private dwelling after 10 p.m. illegal.

Society Adonises.

Though the new Earl of Arcton has been described as "the best-looking man in Society," he is not without rivals to that embarrassing distinction. Society, in fact, is crowded with Adonises. Names that come to mind are those of the Marquess of Clydesdale and Viscount Knebworth, both of whom do not seem to fear that their boxing activities will spoil their manly beauty; Lord Burghley, the splendid hurdler; and Captain Cunningham Reid, who married Lady Louis Mountbatten's sister; while among the wealthiest of eligible bachelors are Sir Philip Sassoon and the Duke of Norfolk.

Many still think that Lord Reading is the handsomest figure in our public life.

Hobbies of the Famous.

Lord Strickland, who is now in this country, has at least one interesting hobby to distract his mind when feeling runs high in Malta. He is an expert metal-turner, and his ability in that craft before now has won the admiration

of naval engineers stationed in that other distressful island. Sir Esme Howard, who has just returned from the Washington Embassy, is another of our pre-conciliators who cultivates a second string to his bow in the shape of beautiful book-binding, specimens of which have charmed me.

Mr. John Maschfield, too, is not likely to let the duties of Poet Laureate interfere with his miniature ship-building activities which could delight Thomas Hardy with a full-rigged windjammer to show to his friends, as a practical tribute from one poet to another.

Novelist and M.P.

Mrs. Mary Hamilton, whom Major Attlee, Chancellor of the Duchy of Lancaster, has appointed to be his Parliamentary private secretary, is Labor M.P. for Blackburn, and well-known as a novelist, biographer, and journalist.

She has published biographies of Mr. Ramsey MacDonald and Miss Margaret Bonfield, and among her novels are "Dead Yesterday" and "Folly's Handbook."

Mrs. Hamilton is the daughter of the late Professor Robert Adamson, a great scholar and metaphysician. She won first-class honours in economics at Newnham College, Cambridge, and went to Cardiff University as lecturer on economics.

Mr. "Eddie" Marsh.

Cabinet Ministers come and go, but it seems that Mr. Edward Marsh, whose appointment as principal private secretary to Mr. J. H. Thomas, at the Dominions Office, has just been officially announced, goes on for ever. "Eddie," as he is known to all his friends, must easily hold the Civil Service record for the number of Government offices in which he has worked.

With the exception of one brief interval, he has been private secretary to one Minister or another for some 25 years. He has worked under Mr. Churchill in no fewer than seven different departments, and this is his third appointment with Mr. Thomas. An ardent first-nighter, he is also the "godfather" of the younger poets, writers, and artists.

Argentine Artist.

In spite of the counter-attraction of Aspet, there was quite a distinguished gathering at the New Burlington Galleries for the opening of the Argentine Ambassador of the first exhibition in London of paintings by Benito Quinquela Martin. Senor Martin is a patriot of whom the Argentine has good reason to be proud, for of few artists can it be said that they refuse to paint anywhere but in their own country.

When in America recently he declined the offer of a large sum to paint a picture of a millionaire's foundry simply because the foundry was not in the Argentine. His work is notable because he finds most of his inspiration in industrial scenes. One of his best paintings of Buenos Aires is in the Prince of Wales's collection.

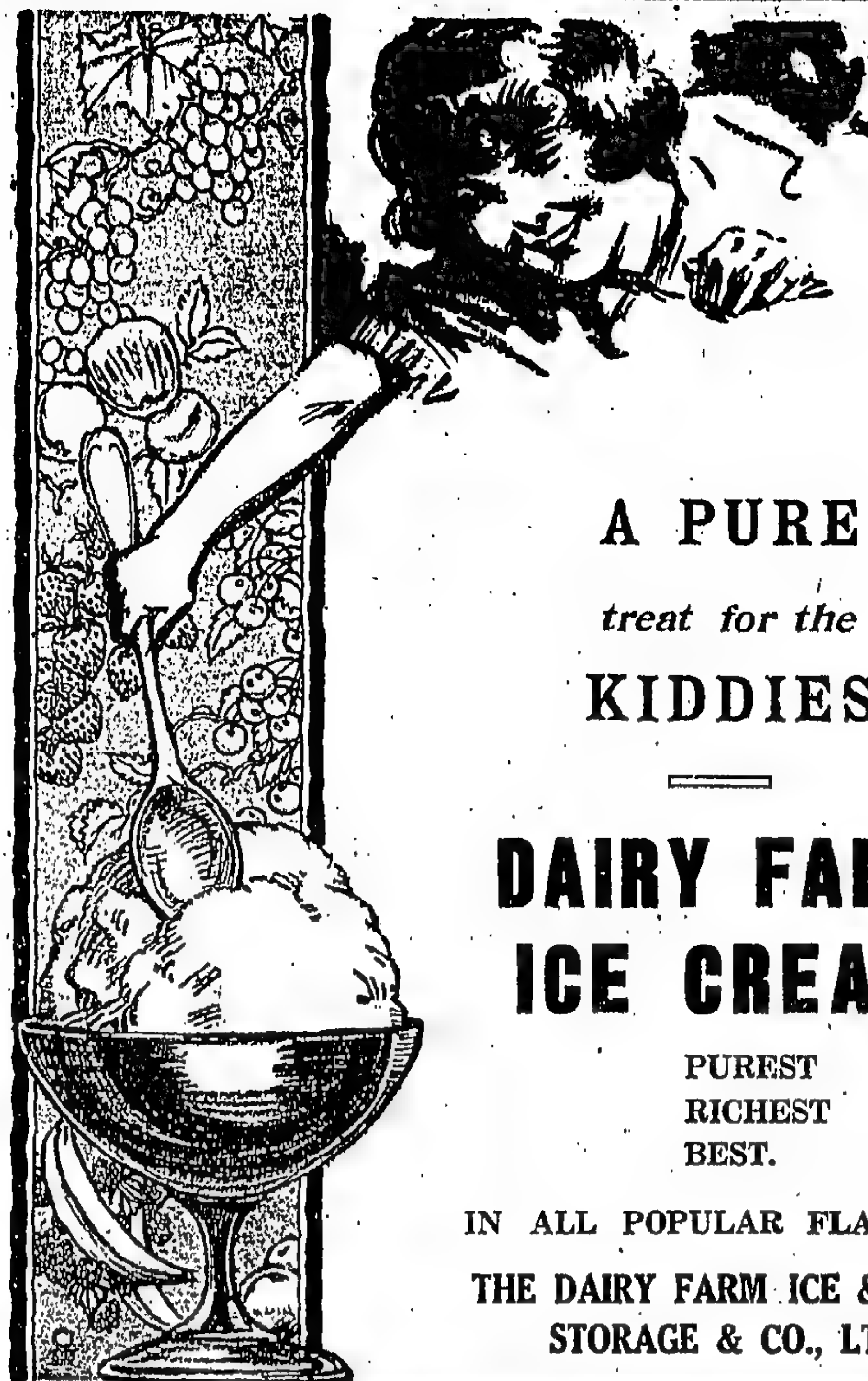
G. K. C. in U.S.A.

I hear that Mr. G. K. Chesterton, who with Mr. Hilaire Belloc, is such a stalwart champion of the Middle Ages is about to pay a second visit to America, where feudalism is confined to Hollywood. Mr. Chesterton, who is to be the guest of a Southern University, always travels with his wife, and in a land of co-educationists they will not be separated as they would be in the case of foundations like Oxford and Cambridge.

G. K. C. takes America in the best way any tolerant European could—as a tremendous joke. He may find time to visit Hollywood. His views on the metropolis of filmland would be original and exhilarating.

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CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to SA, Wyndham Street or Phone 24041.



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RADIO

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station: Z.B.W. on 355 metres:—

11 p.m.—Church Service relayed from St. John's Cathedral.

12.15 p.m. (approx.)—Chinese Programme.

1 p.m.—Close Down.

1.30 p.m.—Weather Report and Local Time.

9 p.m.—Weather Report and Local Time.

9 p.m.—Programme of Columbia Records selected and supplied by Messrs. Anderson Music Co. "The Damask Rose"—Selection, Court Symphony Orchestra (DX24).

"Drinking", "Song of the Flea", Captain Zepheros with Piano (L1901).

"The Merchant of Venice", Organ Solo by Quentin M. Maclean (9586-9589).

"Concert Waltz in A", "Witches Dance", The B.B.C. Wireless Orchestra (0114).

"Rigoletto"—Quintette, "Rigoletto"—Prelude and Duke's Song, Maria Gentile, Alessandro Grandi and Carlo Galeffi (L2310).

"Shenandoah, Sea Shanty", "The Mistersingers—Prize Song", Cello Solo by W. H. Squire, Fiddler at the Organ (L2180).

"The Voice I Heard 'E'en Now", "A Docile Mind I Bear", M. Guglielmotti, Soprano (L2061).

"Slavonic Dance in G Minor", "Large", Violin Solo by Joseph Sziget and Kurt Rührseltz at the Piano (L2087).

"Faust"—Prelude, "Faust"—Valse, Milan Symphony Orchestra (9879).

"Slumber, Dear Maid", "Abide With Me", Master John Bonner, Boy Soprano (9746).

10.30 p.m.—Close Down.



An interesting book of Cartoons depicting "Happenings" on the China Coast cleverly drawn by "ALGIE" BENNETT.

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MOVIELAND.

The Week's Films at a Glance.

QUEEN'S THEATRE.

(Daily at 2.30, 5.10, 7.15 & 9.20.)

To-day to Tuesday.—Norma Shearer in a masterpiece of modern drama, "Their Own Desire," with Lewis Stone and Robert Montgomery.

Wednesday Only.—Fox Movietone.

Thursday to Saturday.—George Jessel's debut in the talking films in "Love, Live and Laugh," an inspiring drama.

STAR THEATRE.

(Daily at 5.30 and 9.20 p.m.)

Special Matinee Saturday and Sunday at 2.30 p.m.

To-day and To-morrow.—"Home James," an exhilarating comedy, starring the delightful comedienne, Laura La Plante.

Tuesday and Wednesday.—Jack Holt, Esther Ralston and Louise Dresser in the mystery drama, "The Blind Goddess."

Thursday to Saturday.—D. W. Griffith's superb production, "The Sign of the Cross," featuring an all star cast including William Boyd, Lupe Velez, Jettie Goudal, George Fawcett and Albert Conti.

WORLD THEATRE.

At 2.30 and 7.15 Interpreters.

At 5.15 and 9.20 Orchestra.

Sunday and Monday.—"Cabaret," a spicy story of cabarets and night life. With Tom Moore, Chester Conklin and Mona Palma. At 2.30 and 7.15 the Chinese picture, "The Broken Chord."

Tuesday and Wednesday.—Low Cudy and Aileen Pringle in their latest laugh hit, "The Baby Cyclone." At 2.30 and 7.15 the Chinese picture, "The Broken Chord."

Thursday to Saturday.—"Four Sons," a superb production with an all star cast including Margaret Mann, James Hall, June Collyer, Albert Conti, Francis X. Bushman, J. R. and Earle Foxe.

NORMA SHEARER IN MODERN STORY.

"Their Own Desire" Will Please Audiences at the Queen's Theatre.

The case with which Norma Shearer steps from one characterisation to another of wide departure will never cease to be a wonder to her fans.

When she played in "The Trial of Mary Dugan" it was something of a startling revelation. Then she went right into "The Last of Mrs. Cheyne" and won new laurels.

Now, in "Their Own Desire," which opens at the Queen's Theatre, to-day, Miss Shearer effects another equally surprising character transition, that of a very modern daughter who knows what she wants and how to get it. It is not a flaming flapper role, but rather a study of an intelligent young woman of to-day.

The new Metro-Goldwyn-Mayer all-talking picture of the novel from the pen of Sarita Fuller is filled with dramatic ac-

JESSEL'S EMOTIONAL QUALITY DEMONSTRATED IN FOX DRAMA.

Inspiring Portrayal Given by George Jessel as Star of Powerful Picture.

George Jessel scored a tremendous triumph in his starring role for Fox Movietone in "Love, Live and Laugh," which will have its premier at the Queen's Theatre on Thursday.

Playing a role of a young Italian immigrant who loses his American sweetheart when he is smothered in the World War and is reported killed, Jessel rises to dramatic heights that stamp him as one of the greatest character actors on the talking screen.

It is a highly sympathetic role that Jessel essays, and he makes the most of every opportunity.

While primarily a poignant drama, "Love, Live and Laugh" has many little touches of comedy, during which the versatile star demonstrates he is equally effective in the humorous sequences.

Ella Lee, as Jessel's sweetheart, turns in one of the most effective characterisations in her distinguished career, handling the dramatic scenes with Jessel with a restraint that makes her role one of the high spots of the production.

David Rollins, clever young leveller, is perfect in his part as Pasquale, Jessel's friend, and adds many inches to his stature as an actor of high rank.

Others in the cast who perform capably are Kenneth MacKenna in the role of a doctor; Henry Kolker, as the proprietor of an Italian music store, "Henry Armetta, Marcia Manon and others.

The direction, by William K. Howard, is faultless and again reveals the director's genius for handling dramatic scenes with a sweep and vividness that stir you to the core.

Jessel sings two songs during the course of the production, "A Song of Margherita" and "Two Little Baby Arms." Both written especially for this production.

"Love, Live and Laugh" is an inspiring picture, one that will appeal to all classes.

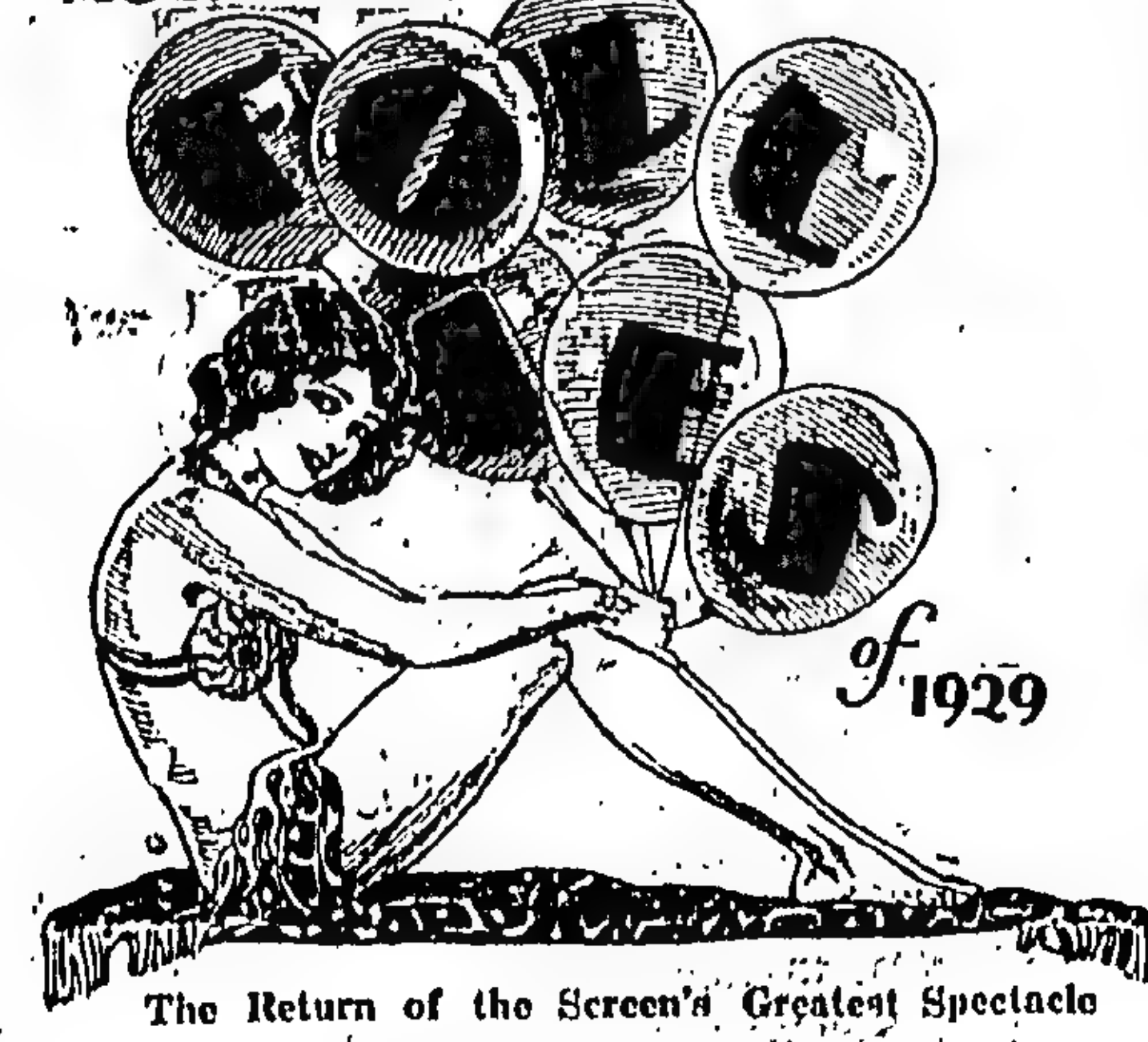
QUEEN'S WEDNESDAY ONLY FOX FOLLIES

tion and romantic charm. It moves swiftly from an opening episode during a fast-played polo match, pauses only briefly in society drawing rooms, and reaches its climax when Miss Shearer and Robert Montgomery, her leading man, are lost in a motorboat during a storm on a lake.

Lewis Stone and Belle Bennett, as her parents, are perfectly cast, as is the woman who ensnares the father, and Cecile Cunningham, Mary Doran and June Nash are excellent in other supporting parts.

"Their Own Desire" was directed by E. Mason Hopper and James Forbes with Forbes also handling the dialogue. The screen adaptation was made by Frances Marion.

QUEEN'S WEDNESDAY WILLIAM FOX MOVIE TONE



The Return of the Screen's Greatest Spectacle 1 DAY ONLY 1

QUEEN'S THEATRE

TO-DAY TO TUESDAY



The Romantic Story of Hearts Adrift

NORMA SHEARER never shone more brightly than in her latest talking picture triumph. A poignant drama of the children of divorce—a stirring clash between the younger generation and age-old ideas!

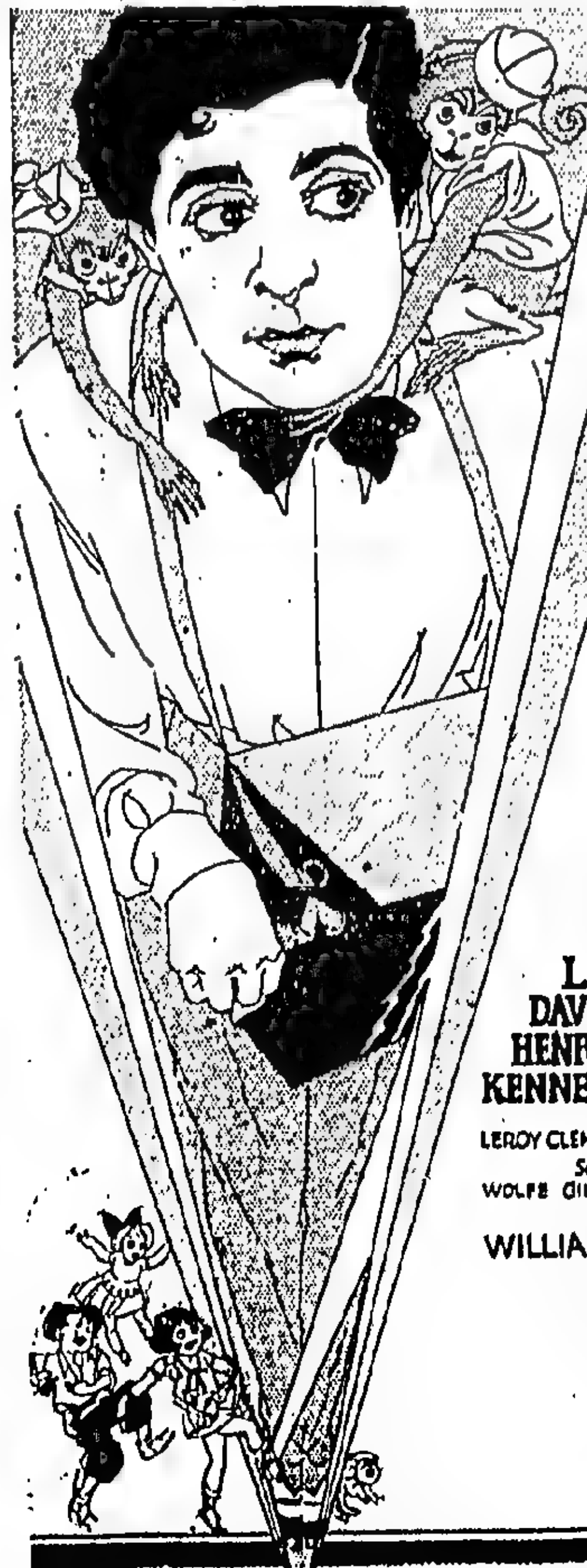
As fine as "The Last of Mrs. Cheyne!"

with BELLE BENNETT LEWIS STONE Robert Montgomery

From the novel by Sarita Fuller. Screen play by Frances Marion. Dialogue adaptation and stage direction by James Forbes. Directed by E. Mason Hopper.



THURSDAY TO SATURDAY



HE PLAYED THE SONG OF LOVE AND LAUGHED AT LIFE!

William Fox presents

George Jessel in an all talking movietone drama

LOVE LIVE & Laugh

with LILA LEE DAVID ROLLINS HENRY KOLKER KENNETH MACKENNA Story by LEROY CLEMENS & JOHN B. HYMER Songs & lyrics by WOLFE GILBERT & ABEL BAER Directed by WILLIAM K. HOWARD



"HOME JAMES."

Laura La Plante's Splendid Comedy.

TO-DAY AT STAR.

Laura La Plante, the delightful comedienne, returns to the screen at the Star Theatre to-day in "Home James," a new Universal comedy.

"Home James" is one of the blonde dimpled star's most entertaining pictures. There are many moments in which she displays a genius for projecting her comedy upon the screen. The pantomime scenes and those in the house when she learns the identity of the man she loves are screamingly funny. The story, too, is very clever.

As Laura Elliott she gives her step-mother and step-sister the air and goes to the big city. The boss son saves her from a match-cr, but because he is sitting in the driver's seat of the boss' car she thinks him the chauffeur.

She falls in love with him and he with her. There are many funny incidents until the truth is told.

"THE BLIND GODDESS."

Big Mystery Drama for the Star.

Arthur Train's exciting novel of New York life, "The Blind Goddess," has been made into a film under the direction of Victor Fleming. Jack Holt, Esther Ralston, Ernest Torrence and Louise Dresser are featured at the head of a large cast.

The machinery of the law and the unequal struggle between right and wrong form an interesting and powerful theme for this drama, which will be shown at the Star Theatre on Tuesday and Wednesday.

The story, in brief, portrays the thrilling romance of a young prosecuting attorney, who is forced to sacrifice the girl he loves to adhere to his ideal of duty. The action is laid in a background that ranges from the grim routine of the criminal courts to the smart social atmosphere of Fifth Avenue's wealthy homes.

ARTISTIC FILM.

D. W. Griffith's Superb Production.

D. W. Griffith has chosen the romance of the low and the high born as the theme for his latest picture "Lady of the Pavements," which comes to the Star Theatre on Thursday. The principal players in the production are William Boyd, Jettie Goudal, Lupe Velez, George Fawcett, Albert Conti and William Bakewell. Karl Volmoller, author of "The Miracle," Max Reinhardt's internationally known stage play, wrote the story especially for the screen. Sam Taylor, director of Harold Lloyd's biggest pictures, wrote the continuity.

The maker of "Intolerance," "Broken Blossoms" and "The Birth of a Nation" has in this production, it is said, set himself a new standard of pictorial excellence, beauty and spectacle with the combination of mass effects and artistic backgrounds through the medium of which he brings to life the glamour and pageantry of one of the most famous of all European courts—the court of Napoleon the Third, the locale of the story.

The safety and splendour of these scenes are contrasted with the blizzards haunts and strange fascinations of the notorious Parisian underworld, the setting in which the early sequences of the pictures are laid.

"Lady of the Pavements" is one of the most daring stories to come under Griffith's direction during his twenty years of motion picture production. Rejected by her nobleman lover because of her infidelity, a scheming woman lays plans for a disgraceful revenge. From the cafes of the underworld she gets a fascinating girl whom she schools in the ways of her art. She then contrives to have the man marry the girl and at the wedding feast makes a scathing denunciation.

Contrary to the usual procedure in handling such subjects, Griffith advances reports state, has treated the story in an altogether modern and light vein, achieving his effects rather by contrasts than sombre realism.

FAMOUS DANCER.

Gilda Gray in a Big New Picture.

Broadway, that playground of the millions and of the millions, is the setting of the notable drama, "Cabaret," Gilda Gray's second Paramount production, which will be shown at the World Theatre to-day and to-morrow at the 5.15 and 9.20 performances only. A story of a jazz dancer and a bandit, "Cabaret" presents an unusual cross-section of an unusual town. Gilda, the star of a midnight show, is loved by a detective and haunted by a gang leader who has a mysterious hold on her young brother. The production reaches its high point when the boy shoots his leader in self-defence and Gilda half-dances, half-carries the wounded youth through the crowd of ravers, out of the front door and on to—well, that will be disclosed when "Cabaret" is shown. Tom Moore, hero of "The Song and Dance Man" and "A Kiss for Cinderella," is the detective. Chester Conklin and Mona Palma also have leading roles, the former of course supplying the comedy. "Cabaret" is notable for its glittering night club scenes and for a sensational dance by Gilda Gray.

COMEDY DUO.

Low Cudy and Aileen Pringle Together Again.

Tangled loves and a pensive pup—these are the main ingredients for one of the screen's new comedies, and the latest co-starring appearance of Low Cudy and Aileen Pringle, "The Baby Cyclone," which comes on Tuesday to the World Theatre.

Adapted to the screen from the famous George M. Cohan stage play, it is a humorous account of two trials and tribulations of two couples into whose lives is injected dynamite in the form of "Cyclone," a Pekingese pup. When the pup arrives things happen!

Low Cudy who has a most amusing part to play, accumulates a black eye in the mess. Aileen Pringle appears in a night-gown in a midnight burglar alarm and pretty Gwen Lee gets arrested. Finally the whole fast lanes in the police station on a dog-stealing charge.

The new picture, which was directed by Eddie Sutherland, famous director of "Tillie's Punctured Romance," "Behind the Front," and other notable laugh successes, is an ultra-modern satire of modern New York life, with the heroine breaking her engagement over a pet dog, and Gwen Lee leaving a perfectly good husband for the same little animal. The cast is a notable one, and gorgeous modernistic settings carry out the ultra-modern idea.

"FOUR SONS."

Screen entertainment far above the average will be presented to theatre audiences at the World Theatre from Thursday to Saturday when "Four Sons," a Fox film production directed by John Ford, who already has to his credit such outstanding screen successes, as "Mother Machree" and "The Iron Horse," will be shown. In "Four Sons," Ford has surpassed his previous efforts and the result is a picture in which pathos, drama and colour are perfectly blended.

The story opens in a village in the Bavarian Tyrol, where Mrs. Bernie and her four sons are living happily together in their old home. The war comes. Three of the sons answer the call to arms, while the fourth, who previously had sailed for New York, marries a beautiful girl and prospers. When the war breaks out he is torn between love for his fatherland and love for the country of his adoption. At last he joins the American colours and sails to fight against his brother. On the battlefield he encounters Andre, the youngest and only surviving brother.

With the war ended, Joseph returns to his little family in New York. His mother is alone in the old home. She sails for America to join him, but difficulties develop at Ellis Island. How she finally gains entrance to America and finds happiness at last is graphically told, with never a moment that doesn't pull at the heartstrings.

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CENTRAL THEATRE

Paramount's Sound Pictures

QUEEN'S RD.
BUSES
STOP AT
THE THEATRE

TO-DAY TO THURSDAY

At 2.15, 5.10, 7.15 and 9.20 p.m.

On Account of the Non-Arrival
From Shanghai of

'The Virginian'

We are Showing instead

CHARLES ROGERS — NANCY CARROLL

And an All Star Supporting Cast

IN

"ABIE'S IRISH ROSE"

THE PLAY THAT RAN FIVE YEARS ON BROADWAY!



ANNE NICHOLS' "ABIE'S IRISH ROSE"



SEE the most phenomenally successful play of modern times as the perfect motion picture. A human, heart-appalling tale in which racial prejudice and religious bigotry are swept aside—by LOVE. The same laughs and tears, the same romance and pathos which on the stage moved millions.



A Paramount Picture

HEAR what you see!
Hear Nancy Carroll singing the theme song "Rosemary" and "Little Irish Rose." Hear the tap of her tiny feet as she dances to the piano accompaniment of Charles Rogers. Hear Hersholt and Rogers talking from the screen. Startling sound effects. Soul-stirring musical score.

NEXT CHANGE

ALL
TALKING
THRILLER



A Paramount Picture
with a cast
that can talk
with
WILLIAM POWELL
JAMES HALL
LOUISE BROOKS
JEAN ARTHUR

NANCY CARROLL IS FEATURED
IN FILM.

Assigned Role in Film Version of
"Abie's Irish Rose."

Nancy Carroll, popular Paramount screen actress recently landed one of the most coveted parts of the present cinematic season. She essays the role of Rosemary in Anne Nichols' "Abie's Irish Rose" set to the screen by Paramount, and now showing at the Central Theatre.

Miss Carroll was personally chosen for the part by Miss Nichols. She fills the requirements to the letter inasmuch as she is an Irish lass, with blue eyes and red hair.

Born of Irish parents on Tenth avenue in New York City, Miss Carroll has been in theatrics most of her life following her graduation from school. She appeared in several New York musicals, and was given the leading parts in several productions staged at Los Angeles. Her appearance there marked the beginning of several screen offers for small parts which she accepted.

Miss Nichols, the author of the play and who supervised the transplanting of the record breaking stage attraction to the screen at the Paramount studios in Hollywood, was convinced that Miss Carroll filled the requirements for the part the minute she first saw her. A screen test was made with Miss Carroll being assigned the part.

Miss Carroll plays opposite Charles "Buddy" Rogers, Paramount star, and who is the Abie in the screen production of the play.

The little Irish lass is being carefully groomed for potential stardom on the screen by Paramount studio officials, and if her reception by the critics and public alike is any criterion of her popularity resulting from her work, there is little doubt that she will soon enjoy that select estate in movieland.

Others in the cast of the film version of the play are Jean Hersholt, J. Farrell MacDonald, Bernard Grocey, Ida Kramer, Nick Cogley, Camillus Fretal and Rosa Rosanova.

COMING SOON!

see
CLARA
BOW'S
"DANGEROUS
CURVES"

and
HEAR
her talk!



A
Paramount
Picture

COMING!

CLIVE BROOK, MARY BRIAN
in
"FORGOTTEN FACES."

TO-DAY TO TUESDAY

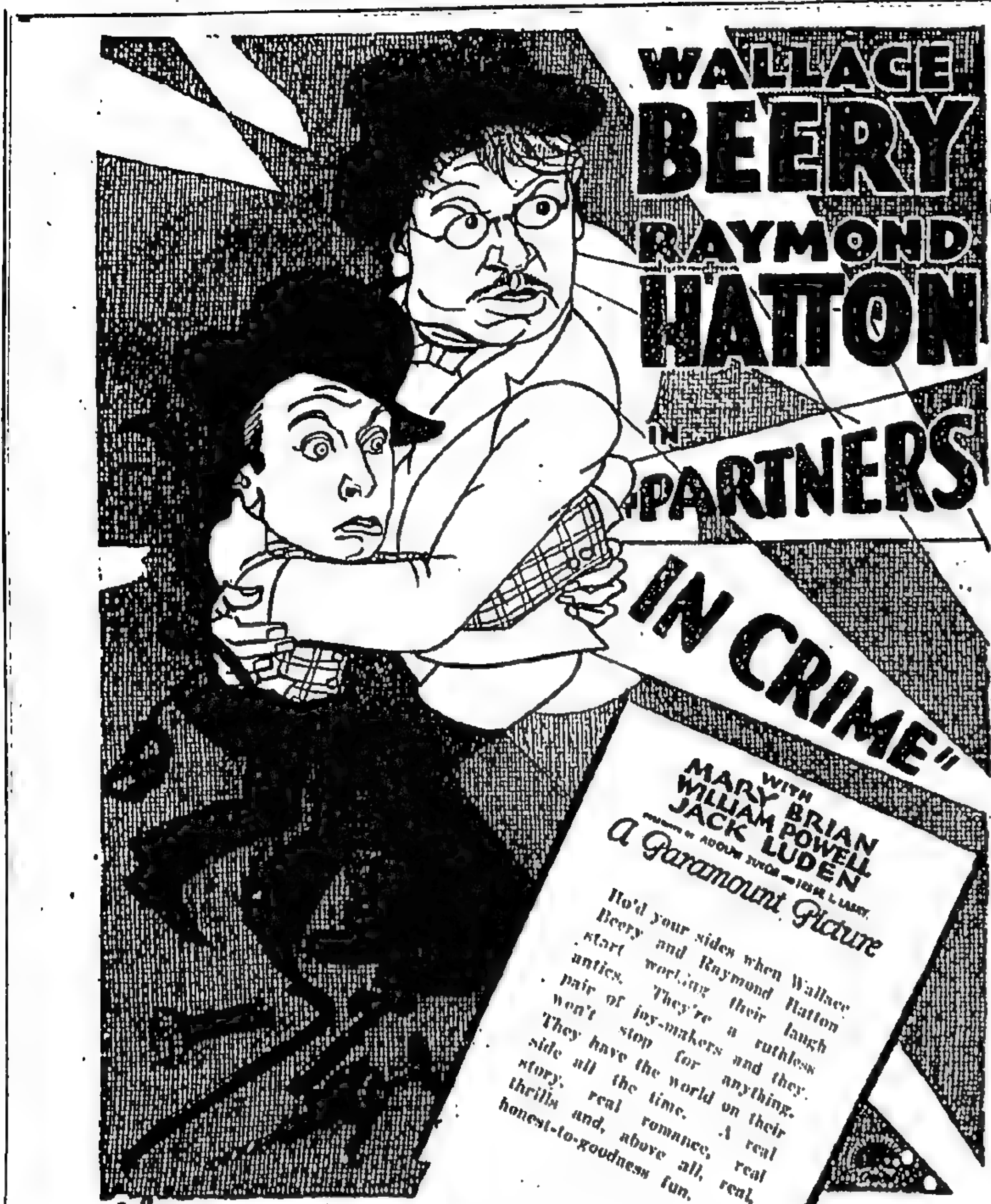


DAILY AT 2.30, 5.30, 7.20 & 9.20 P.M.

COMING!

W. C. FIELDS, CHESTER CONKLIN
in
"TILLIE'S PUNCTURED ROMANCE"

COMMENCING WEDNESDAY.



A Comical Cruise on the Crime
Wave with Two Funny Laugh-Lifters.



Companion Picture to "Wings." Packed with
Realism; Fraught with Thrills.

HUMAN ELEMENT.

Makes Movie Hits
Uncertain.

There is absolutely no formula for making successful motion pictures. At least that is the opinion shared by Wallace Beery and Raymond Hatton, Paramount's team of comedy stars.

Both Beery and Hatton are veteran screen actors. They have played in more pictures than they can remember and have had every imaginable type of role except the romantic. Their latest picture is "Partners in Crime," a melodramatic comedy, which will be shown at the Majestic Theatre, Kowloon, from to-day.

Making pictures is not in any way like making automobile parts, Beery declared. "You can't pour just so much love interest, a prescribed dash of mystery, the formula measure of laughs, and the standard amount of plot into a mould and be certain that it is going to come out according to expectations like you can mix cement, sand and water to create concrete.

Human Element Intangible.

In pictures there is the human element to contend with, and that is the most intangible thing in the world.

Hatton nodded in agreement. "After all, of the years I have spent in this business, and I am not going to tell you just how many that is, I can't put my finger on the thing that makes a successful motion picture. And I don't believe anyone else can.

"Long experience has given me an intuitive sense of whether or not a production is to be a successful one. Beery and Hatton do not believe that there is such a thing as a "trend of public taste." They point out the fact that great stories which were immensely popular a hundred years ago or more still appeal to people just as they did when they

were written. For while material things have changed amazingly, human nature has, since the dawn of history, remained surprisingly unchanged.

Nature Unchanged.

"We believe," Beery said, "that 'Partners in Crime,' our new team vehicle, will be an outstanding picture. It certainly has a thrilling story in which raw melodrama is combined with logical comedy situations most artfully. Hatton and I both play roles of the kind we like best, and that means a lot to the success of a picture. Our parts are straight comedy characterizations without burlesque or a hint of the slapstick.

"Then too," Hatton added, "we have a great supporting cast with Mary Brian, William Powell, Jack Luden, Bruce Gordon and other talented players. Certainly the picture has everything in its favour as we see it."

"PARTNERS IN CRIME."

HIGHLIGHTS.

Hundreds of thousands of film fans have already laughed at the inimitable comedy pair, Wallace Beery and Raymond Hatton, the stars of "Partners in Crime." These comedians made moving picture history in "Behind the Bat," "We're in the Navy Now" and "Now We're in the Air." They have created another epic sensation in their newest team-comedy, the comedy-melodrama, "Partners in Crime."

Mary Brian is the winsome little girl who plays the only feminine role in the picture. She has all the charm and freshness she brought to "Peter Pan."

William Powell is the suavest of screen villains. His portrayals are always convincing and his name is sure of a welcome on all screens.

Jack Luden is the handsome and popular actor who plays opposite Mary Brian in "Partners in Crime."

It is a comedy, plus melodrama, plus romance—with none of the three slighted.

Frank Stryker, the man who directed Wallace Beery and Raymond Hatton in their world-wide comedy hit, "Now We're in the Air," also directed the comedy-team in their new picture, "Partners in Crime."

WORLD TALENT.

Represented in Brilliant
Studio Array.

All roads once led to Rome but to-day the highways of the world lead to Hollywood. Lured by the universal appeal of motion pictures, artists and special workers from every land flock to the screen capital of the world to have their part in making the pictures that in turn go out again to every civilized nation with their stories of love and life.

On one motion picture set in Hollywood, players from South Africa, Italy, Greece, Russia and Canada rubbed shoulders daily with men and women from fully a third of the states of the American Union. All worked toward one common aim, the creation of a motion picture that would entertain and instruct millions of human beings. Human beings in South Africa, Italy, Britain, America, Hindustan or China.

The set was one at the Paramount studio where "Partners in Crime," a new type of melodramatic comedy, re-starring Wallace Beery and Raymond Hatton, was being made. The locale of the picture is a great American city but its appeal is universal as the action centres around the ancient world-wide feud between forces of the law and the underworld.

TREATED ROUGHLY.

Hatton has run the gamut of rough treatment and danger in his motion picture roles. He has included in his repertoire every conceivable armed and unarmed combat, has fought mountainous waves and furies of wind in a leaky small boat, flitted with the eagles in the air and taken liberties with machine guns and fire hoses. His first screen costume was an old flannel night shirt, which did duty for a woman's blouse, and a luxurious crop of false whiskers. The whiskers came to grief and the night-shirt and Hatton's face narrowly escaped destruction when one of the other extras swung a lighted flare too recklessly.

ART WORK.

Brings First Dollar
to Star.

Art work brought Mary Brian the first dollar she earned. As the pretty cigarette girl in the melodrama-comedy, "Partners in Crime," starring Wallace Beery and Raymond Hatton, showing at the Majestic Theatre from to-day, Miss Brian portrays a part which requires a different type of art, however.

When she was a small girl, Miss Brian moved with her parents to Dallas, Texas, where she attended the grammar and high schools. She was fond of sketching and painting and, when she was in the sixth grade, her teacher had her sketch some paper dolls, cut them out and paint them. The teacher paid her little pupil a dollar for the dolls and gave them to her children friends at Christmas.

GOOD REASONS WHY—

Wallace Beery and Raymond Hatton will deliver in "Partners in Crime":

1. They are veterans and know every phrase of the game.
2. They started in comedy when pictures were young.
3. They became famous as character actors and infamous as the greatest villains of the screen.
4. They are great actors all along the line and guarantee a snappy, high-class entertainment.
5. "Behind the Front" launches them as a comedy-team. They were knockout in that. "We're in the Navy Now" was still funnier. The public has been clamouring for them ever since. Now they offer a new type comedy-melodrama "Partners in Crime."

ECONOMICAL ACTORS.

No wardrobe was loaned to two members of the cast of "The Legion of the Condemned," coming to the Majestic Theatre on Wednesday, when the screen story of the war in the air was in production at the Paramount studio in Hollywood.

Captain Sterling C. Campbell, one of the leading British aces, and Ted Parsons, who served five years with the French, were cast for roles in

AIR ACE.

Recalls War in Acting
for Movies.

"Whew! Boy, that's just like the real thing!" exclaimed Captain Sterling C. Campbell, one of the five ranking aces of the Royal Air Corps, who appears in Paramount's "Legion of the Condemned," coming to the Majestic Theatre on Wednesday, as he clambered out of his little Spad after making a scene for the picture. He wiped his eyes, and turned to Director William Wellman, standing with a group of newspapermen who had witnessed the scene taken from an elevated tower. Campbell had just "ground strafed" a column of troops for the cameramen.

"Yep, I couldn't help but think I was right in it again when I peppered those troops with the Old Lewis," he continued. "It reminded me of the time I was sent out to fill just such a mission alone. Our 'Wing' commander had ordered me to find out what was going on behind the enemy's lines. They thought the foe was transferring divisions, and they put it up to me to find out. I had four 20 pound T. N. T. bombs underneath me to use on the troops in case I found them, which I did.

"I was 10,000 feet eight miles behind the lines when I spotted 'em. I went into a power dive, that is, motor full on, for 8,000 feet. Nearly pulled the wings off my little Camel when I came out at two thousand. I dropped out of the eyes right smack on the train, turned and dropped two more. Then I dove down and peppered 'em with my Lewis. It was a hot show while it lasted."

Campbell really re-enacted that incident in the making of the picture. It is only one of the many authentic incidents taken from the activities

of the Legion, an unattached flying unit at the front under the super-vision of the French. They were summoned to the wardrobe department for fittings.

"We don't need them," they said. "We'll use our own uniforms." And they did.

CAST OF WAR BIRDS.

There have been many aviation pictures set to the screen since the Armistice was signed, but never until now has there been an aviation picture in which such an imposing cast of War Birds appear, as in the "Legion of the Condemned," coming to the Majestic Theatre on Wednesday. Not only does this picture of the air boast of its authentic cast, but the production itself was directed by a former member of the Lafayette Flying Corps, William Wellman.

Heading the list of aviators who fought in the air during the War is Captain Sterling Campbell, one of the five ranking aces of the Royal Air Force, who has many planes to his credit. On the enemy side is Lieutenant Rudolph Schud, a member of the famous Richthofen's Circus, No. 15, who has twelve allied planes to his credit. Others who saw service, and who have more than five planes each to their credit are: Ted Parsons, of Detroit, who flew for five years with the French; Ross Cook, Robert de Couedre, Tom Watson and Al Johnston.

Director William Wellman, who also directed "Wings" for Paramount, was a member of the Lafayette Escadrille during the War. J. Monk Saunders, the author of the story, and who also wrote "Wings," was an instructor of aviation.

STARS START YOUNG.

The two stars of the picture both come from the great middle West of America. Wallace Beery was born on a farm in Western Missouri while Raymond Hatton was born in the town of Red Oak, Iowa. Beery and Hatton, although cast in widely varied physical moulds, were born with souls and temperaments strangely akin. Spurred on by a roving spirit and an instinct for the dramatic both left home at an early age.

Beery joined the Ringling Brothers circus as an assistant caretaker for the elephants when he was 16 years old. When he was 15 years old, Hatton left home and joined a theatrical stock company in Des Moines, Iowa.

SPY-SWEETHEART.

Fay Wray in Great
Air Film.

Characterised as the companion picture to "Wings," Paramount's great epic of the air, "The Legion of the Condemned," another story of the War from the standpoint of the aviator, comes to the Majestic Theatre on Wednesday for a four days' run.

Here is a story that differs entirely in story content from the famous roadshow, but in colour, romance, characterisation and downright thrills, "The Legion of the Condemned" has taken its place right up alongside the production which is still standing them up in the larger cities.

Like "Wings," the tale is from the pen of John Monk Saunders, a member of the United States Air Corps during the War, and is directed by William Wellman, who saw service with the Lafayette Squadron and who is credited with the direction of "Wings."

The photoplay deals with an unattached flying unit at the French front, composed of men who, because of their dark pasts, wanted to die. Their daring exploits were the talk of the War. Nothing was too hazardous as an undertaking. Into this group of men who welcomed death comes Gary Cooper as the young American newspaperman, betrayed by his sweetheart. The high spot shows Cooper forced to carry his ex-sweetheart across the German lines as a spy.

Fay Wray, as the spy-sweetheart, and Cooper head the cast which includes Larry Norton, "Mother's Boy" of "What Price Glory," Lane Chandler, Francis McDonald, Vaya George, Freeman Wood, E. H. Calvert, Charlot Bird.

In the flying sequences are many of the world famous pilots who participated in the making of "Wings."

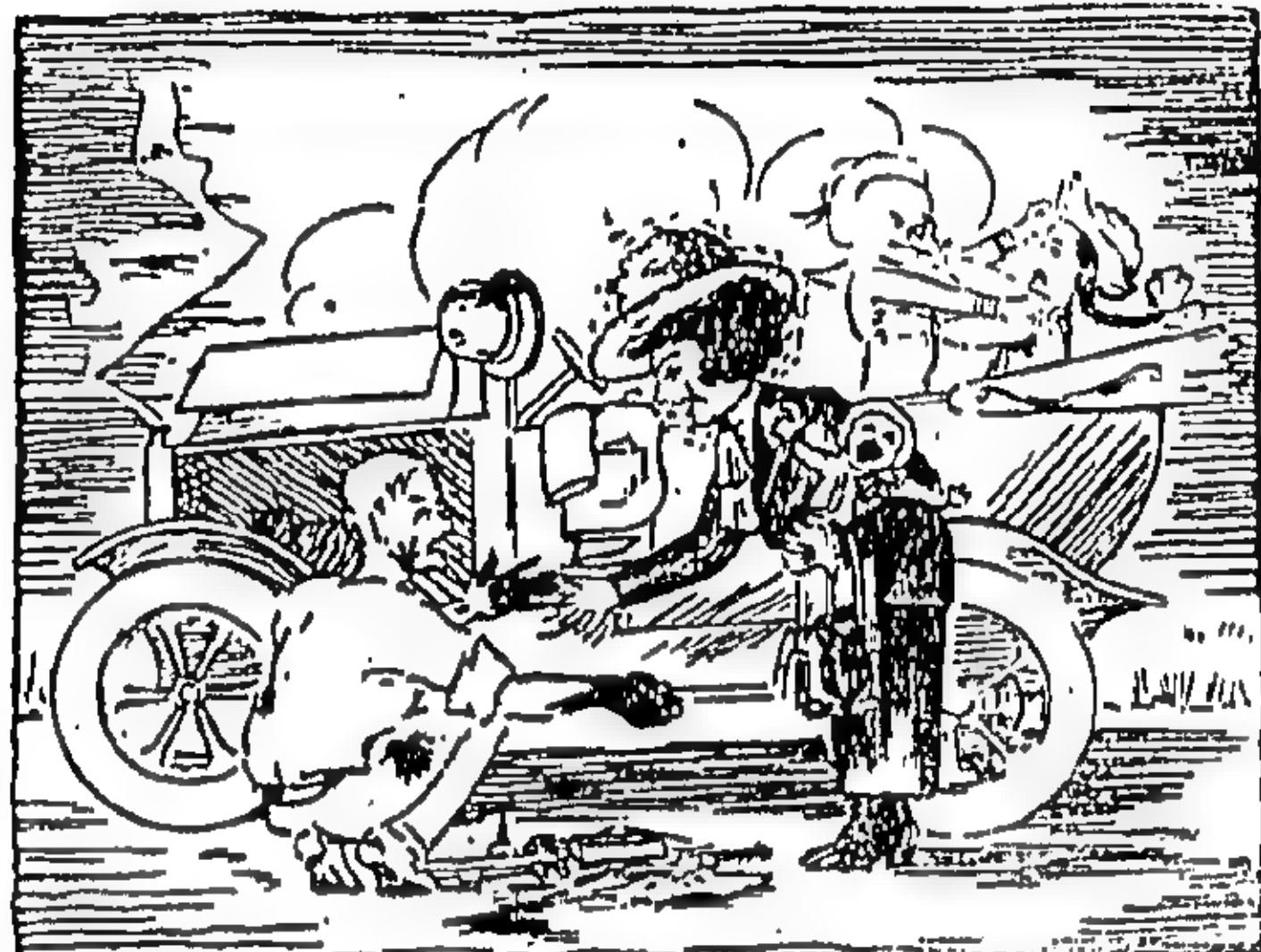
Brothers circus as an assistant caretaker for the elephants when he was 16 years old. When he was 15 years old, Hatton left home and joined a theatrical stock company in Des Moines, Iowa.



The CALL of the OPEN ROAD

"...light-hearted I take to the open road, 'Healthy, free, the world before me.'"

Hongkong Sunday Herald
MOTORING SECTION
HONG KONG, JULY 20, 1930.



Do you remember when your first automobile went wrong out on the road on Sunday afternoon — a \$10.00 touring bill and help sought at the wayside garage? Young "wisdomer" took one look at it, said carburettor was "off," trifled with it awhile, and sent you limping on your way — charge \$5.00.

You ran a mile on two cylinders, when motor died again, this time, luckily for you, in front of another garage! The second "mechanic" in turn looked wise, told you the first one didn't know "henna," and that what was needed was a set of new piston rings. But your pocketbook was too thin, and it was time, anyway, to get the baby home, so you limped out and finally got the old beat safely into Mike's or Andy's, a block from your house; a garage run by an old-time, honest, skilled, reliable repairman who had taken care of you rightly again and again.

What did Andy do? He said: "Hard to tell what's wrong! Leave her here over night, and in the morning I'll tear her down and see what's wrong! Come in at noon, Monday, and I'll tell you what's got to be done."

Monday noon you went in, expecting the sad news that nothing less than a complete overhaul would be the least of your needs. Andy met you at the door and told you the price of a refill with fresh Gargoyle Mobiloil would settle the bill — the old oil was filthy and had gummed the spark plugs.

Change your oil at fixed intervals. Oil is not indestructible. Continuous use eventually breaks it down—the poorer the quality the quicker it breaks down. Simply adding to broken down oil is a waste of money.

A new charge of the Correct Grade of Gargoyle Mobiloil will often work wonders.

Vacuum Oil Company

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HOLIDAY
TOURING
THIS
SUMMER
ON

The Unapproachable
Norton
REGD TRADE MARK

It will bring you to the choicest spots in the shortest possible time, with comfortable and safe riding.

Easy payment arranged

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SOLE AGENTS

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SERVICE HINTS.

Some Useful Hints to Remember.

The following helpful hints for the motorist who wants to get the most service and enjoyment out of his car are issued by General Motors.

A storage battery should be examined every week and be kept filled with distilled water to a level of 3/8" above the tops of the plates.

A small bare spot or scratch on a tender, where the paint has been scratched off, should be touched up without delay. Rust quickly affects the metal and will spread over the entire surface, loosening the paint.

There are two common reasons why an engine will not start: 1. Gasoline is not reaching the carburettor; 2. Ignition is faulty. In other words a motorist should check his gasoline supply and leads and that his ignition wiring, in case a car unaccountably stalls, before searching for deeper troubles.

Automobile owners should have their engine cooling drained and thoroughly flushed every six months.

Two sure ways to injure any automobile engine are to race the motor when the car is standing and to drive at high speeds before the engine has been warmed up to an efficient temperature.

The best way to clean a spark plug is to use a cloth moistened with gasoline. The points should be scraped but not the porcelain, as this may cause a short circuit. The proper width of spark plug gaps is .025 of an inch. Consult the instruction book for your particular

car to get the exact gap.

When lights will not burn, look for a blown fuse, discharged battery or faulty switch. Dim lights are due to a weak battery, short circuit, poorly connected wire, or dirty or faulty switch. A short circuit is often found at the ends of wires or at the terminals.

When a car has been standing idle for several days oil will be completely drained off the cylinder walls. Be sure to warm up the cold engine carefully.

Before attempting to do any re-touching of rust spots on the car, make certain that all rust has been removed. Otherwise the paint will soon crack and chip off.

Always check the oil supply daily before taking your car out of the garage. Only when the crankcase is full is there assurance of the safety of adequate lubrication.

The surface of large, fancy hub caps on the late model cars can be protected when removing the wheel if a large piece of soft cloth is placed under the wrench.

The finish of the radiator core which has become streaked with chemicals can be renewed with a solution of ordinary lampblack and turpentine (one pint of turpentine to two ounces of lampblack). Do not use other solutions or paint because they will reduce the cooling efficiency of the radiator.

It is a good plan to have wheel bearings checked occasionally to insure proper lubrication. Avoid over-lubrication which may cause grease to lead on the brakes and result in their improper operation.

Tough roads are hard on under-inflated tyres. The roughness of the highway causes the tyres to flex constantly, with the result that the excessive heat does considerable damage to sidewalls.

Better operating efficiency is had from the car if the carburettor is cleaned out occasionally.

UTMOST FREEDOM.

New Willys Six Driver Enjoys.

A striking example of the refinements in motor car design introduced by Willys-Overland is found in the arrangement of the controls to provide added space and freedom for the driver of the new Willys Six.

This is in line with the remarkable speed development of the Willys Six which has a high performance of over 70 miles an hour and a flashing acceleration that encourages rapid maneuvering in traffic and makes desirable the utmost simplicity and ease of operation.

The gear shift lever has been moved forward from the foot boards to the sloping top board. This leaves the driver free to manipulate the foot brake, clutch and accelerator without the slightest interference.

The advantages of this system can readily be understood when it is considered that the car has an acceleration of from 5 to 50 miles in 21 seconds and a speed of 48 miles an hour in 30 seconds, as well as rapid deceleration, due to the powerful four-wheel internal acting brakes.

The De Luxe Sedan and the Standard Sedan are "fitted to measure" by means of the adjustable front seat.

"Finger-Tip Control," Monroe two-way hydraulic shock eliminators and other features show Willys-Overland's effort to make driving as trouble-free and as natural as possible and explain in a large degree, the wide public reception accorded the new car.

HIRE-PURCHASE.

Increasing Tendency of Business.

The proportion of hire-purchase transactions in the motor trade shows no signs of decreasing. Indeed, the tendency in many parts of Great Britain is for it to grow rather than diminish, and during recent months, when trade has been considerably less active, it has been remarked that some buyers who formerly refused to consider this particular method of acquiring a new car or a motor cycle have now waived their objections. Probably the lack of ready cash has something to do with this change of view, and it has also to be remembered that far greater facilities are now available for those who wish to buy on the instalment plan. So far as the public is concerned, the hire-purchase method is still confined largely to transactions involving new cars. Many motor agents, however, in an endeavour to clear their used car stocks, are not averse to "selling" second-hand cars on "time," and more recently attempts have been made to introduce the scheme for tyres, an extension of the principle which may be attended with a certain amount of additional risk owing to the fact that tyres generally wear out very much more rapidly than do cars. Apart from their dealings with the public, motor traders are themselves frequently interested in hire-purchase, for small garage proprietors find it convenient to acquire garage tools and plant in this way, and large numbers of them who run hiring businesses and bus services enter into instalment agreements when they "buy" their vehicles. For a considerable time attempts have been made to fix standard terms and a deposit which will apply to all transactions. Both the manufacturers and the agents have of late discussed this aspect of the subject, but they still appear to be as far as ever from arriving at a uniform policy. While it is agreed that a deposit of one-third of the purchase price is a sound business, the number of firms adopting a "no deposit" policy is no longer a negligible amount, and the result is that the hire-purchase business has failed to pay the periodic instalments have tended to increase, a development due, no doubt, to financial stringency and

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INDIA HEAVY SERVICE TIRE
for Buses and Trucks

INDIA SUPER SERVICE BALLOON

Built to Outrun
--Outwear Any
Passenger Car
Tire made--
--BAR NONE



WE ARE pleased to announce that we have been appointed exclusive distributor of India Tires—the quality tires with the red stripes—for this locality.

After many years studying tires, we are convinced that India offers the greatest tire values in the world today—either for passenger car service or for heavy hauling on buses and trucks.

Built of the very finest of materials—strong, elastic cord fabric—pure amber friction—firm, long wearing, ground-gripping tread—India tires will outwear, outrun any tire made.

And their black beauty with the distinctive red stripe adds greatly to the appearance of any car.

With India tires and our complete service, you have double assurance of complete tire satisfaction.

Come in and see this masterpiece of tire construction and our own facilities to serve you.

W. R. LOXLEY & CO.

Telephone : 22285.

York Buildings.

to the granting of too easy terms. On the whole, however, the motor trade's experience of hire-purchase is by no means unfavourable.

THE LIGHT CAR OVERSEAS.

The adaptability of the modern and highly efficient British light car for overseas has been proved beyond question as frequently of recent years that it is surprising to find there are still some motorists who refuse to be fully convinced of this fact until they have received ocular proof of it themselves. Nowadays whenever doubts are expressed concerning the capabilities of any particular car to contend with difficult conditions there is seldom any lack of confident motorists to take up the challenge and prove to the doubter how erroneous were his ideas. An instance of this has recently been furnished from South Africa in which the agents for one of the cars demonstrated its suitability for that country by undertaking a tour round the Union of South Africa. It was arranged that the official seal of the Mayor should be obtained at each town or city on the route, and a Pressman

went as passenger. The journey of nearly 3,000 miles began at Durban; and although certain stretches of road were good, such as the 80 miles from Johannesburg to Pretoria, which was covered in 43 minutes, others were in an appalling condition. For in wet weather the flood rivers which cross the roads in some districts usually cause a complete suspension of motor traffic.

TOUR DE FRANCE.

Interest attaches to the annual Tour de France from the motorist's point of view, for, although the events in primarily an exceedingly arduous affair in which highly trained cyclists compete, cars also take part, the course of 2,600 miles being divided into nine stages. Over the whole distance a definite schedule has to be maintained, and, moreover, special tests are introduced involving hill-climbing, night work, brake tests and a speed test, including a run on the famous Le Mans circuit.

The beginnings of the idea, it is interesting to note, dates back much

earlier than the introduction of the motor car, for at one time, when an apprentice had served his time, it was often the practice for him to make the definite tour of France as an education. Then there grew up a properly organised tour for bicycles, and later still the car entered into the show and manufacturers took advantage of the event to display new models to the country at large.

This year's Tour de France was run in exceptionally bad weather, and only 62 of the 87 starters returned to Paris, the starting and finishing point. It is particularly praiseworthy that a Hudson-Essex team secured the premier award, the Amstel Cup, for the second year in a row, having secured the award, together with two gold medals, the team also gained the performance of any two cars of the same make, five other subsidiary trophies and five cups for the best trophies also being carried off by Hudson and Essex machines. After the event, the triumphant Hudson is stated to have maintained 110 m.p.h. (approximately 74 m.p.h.) on the Vermont cycle track in France.

19,000-MILE MOTOR TRAIL.

FROM BUENOS AIRES TO NEW YORK.

What has been heralded by a leading New York newspaper as "the greatest long-distance automobile trip of this automobile age" came to an end in New York recently when two young Argentinians drove their Chevrolet down Broadway after having blazed a 19,000-mile trail from Buenos Aires. The first to succeed in completing the trip virtually all the way by land, they passed through fourteen countries on their long journey north. Their triumph over mountains and jungle, deserts and swamps, disease and hardships and extremes of heat and cold complicated by adverse weather conditions was recognized as "a gigantic effort whose successful completion fundamentally involves much more for the automobile world than any freak speed car capable of 200 miles or more an hour on a level stretch of sand."

1928, when the Stoessels, with two companions, left Buenos Aires after a big send-off by the Automobile Club of that city. They drove through Bolivia, Peru and Ecuador, their way made dangerous and laborious for long stretches by Andes Mountain trails over which a car had never before travelled. They planned to reach the Panama Canal by motor overland through Colombia and Venezuela, but after months of fighting jungle vegetation, swamps and fever, they were forced in June of last year to put their car on a ship for their only water trip, an overnight voyage between Cartagena, Colombia, and Colon, Panama, which was the only way of solving a stretch of absolutely impenetrable jungle swamp. At Cartagena they left one of their companions.

From the Canal they fought tropical nature through Costa Rica,

finian brothers, after reaching their objective, paid a visit with two Chevrolet officials to Washington, where they were received by Vice-President Curtis, entertained by the Argentine Ambassador and made life members of the American Automobile Association.

Questioned while in New York about their trip, Adam Stoessel said: "To make such a trip you have to have a good light car, plenty of money, a real desire for adventure and a lack of knowledge of what terrible things you will have to go up against, and then when you are face to face with these obstacles you must use a lot of will power to see it through to the end."

"Our father, who is a retired cattle dealer with an even dozen of children tried to make us give up the idea of the trip, but when we insisted he was fine in his support of us. We started with \$15,000, most of it in a Buenos Aires bank, and we added to that sum money made by showing in moving picture houses films taken by my brother on the way. We chose a Chevrolet because we knew it would see us through, having had five of these cars in our family, and we decided on the open touring model as best

were overcharged and robbed. We hated most of all to lose our motion picture camera, stolen from us in Mexico, for we were using it to secure a complete pictorial record of the trip. In Nicaragua the American Marines escorted us a part of the way and provided us with arms—ours had been taken away from us in Venezuela because of political disturbances—for the Nicaraguans took us for Americans because of our American car and our blue eyes, inherited from German grandparents.

"We ate when we could and what was available, and we slept when night came on us in bed or car or on the ground, wet or dry, hot or cold. We both suffered from fever at various times, in fact we lost several months because of sickness. Really, now that it is all over, except for getting back to Buenos Aires by ship, it seems impossible that we were ever able to endure all the hardships of the trip."

The drawn appearance of the brothers, when compared with photographs showing how they looked as cattle dealers before leaving their native pampas, gives some idea of the ordeal they have been through the past two years. The lines in their tanned faces and the look in their tired eyes tell of terrible hardships.

The best idea of the difficulties of this unique blazing of the Pan-American highway is to be had from the moving pictures made by the younger brother, Andrew, as Adam was driving the car up and down mountain sides, through or across rivers, out of mud holes or through jungle growth with the aid of natives and animals which had to be hired on such occasions.

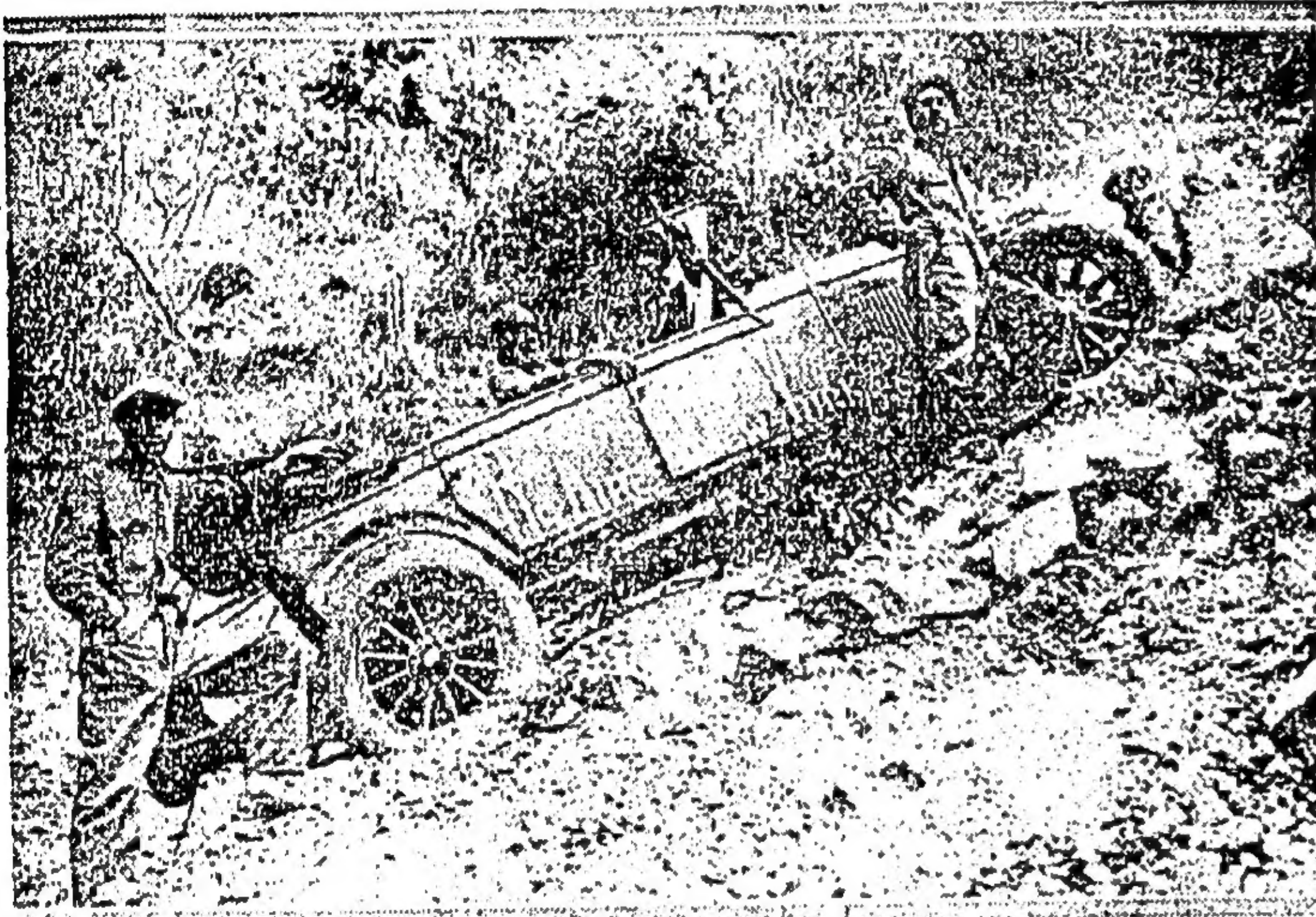
These reels contain a record of automobile touring at its worst—then the degree of what the average motorist strikes in most countries, especially the United States. They tell of man power and a rope added to horsepower and chains to get the car up steep stretches of alleged roads. The car being eased down precipitous embankments while tearing up earth and rocks. Adam Stoessel stepping on the gas as na-

CROSS FOURTEEN COUNTRIES ON LONG TOUR



The 19,000-mile trail blazed from Buenos Aires to New York by the Stoessel brothers in their Chevrolet. Lower left: W. S. Knudsen, President of the Chevrolet Motor Company, welcomes the two young men to Detroit.

BLAZE 19,000-MILE PAN-AMERICAN TRAIL



The Stoessel brothers and two companions with their Chevrolet on one of the earlier laps of the long journey from Buenos Aires to New York, which they completed after two years of hardship and hazard.

The chief figures in this undertaking are Adam Stoessel, 33 years old, his brother, Andrew, 23, and a 1928 Chevrolet touring car.

The Stoessels are quiet, unassuming sons of the Argentine pampas, with a tremendous amount of courage and will power, and the Chevrolet is a stock model of four cylinders. When the car reached New York, after being two years on the way, its speedometer read 19,000 miles. So rough and up and down was the going that forty-three tires were required and 5,600 gallons of gasoline were consumed. No record of oil consumption was kept. The trip cost the Stoessels \$25,000, and each brother said he would not make it again if given \$100,000 and all expenses. About 25,000 feet of motion picture film were taken, and in the reels lies graphic proof of the amazing feat performed by the two men and their car.

This great trip began on April 10,

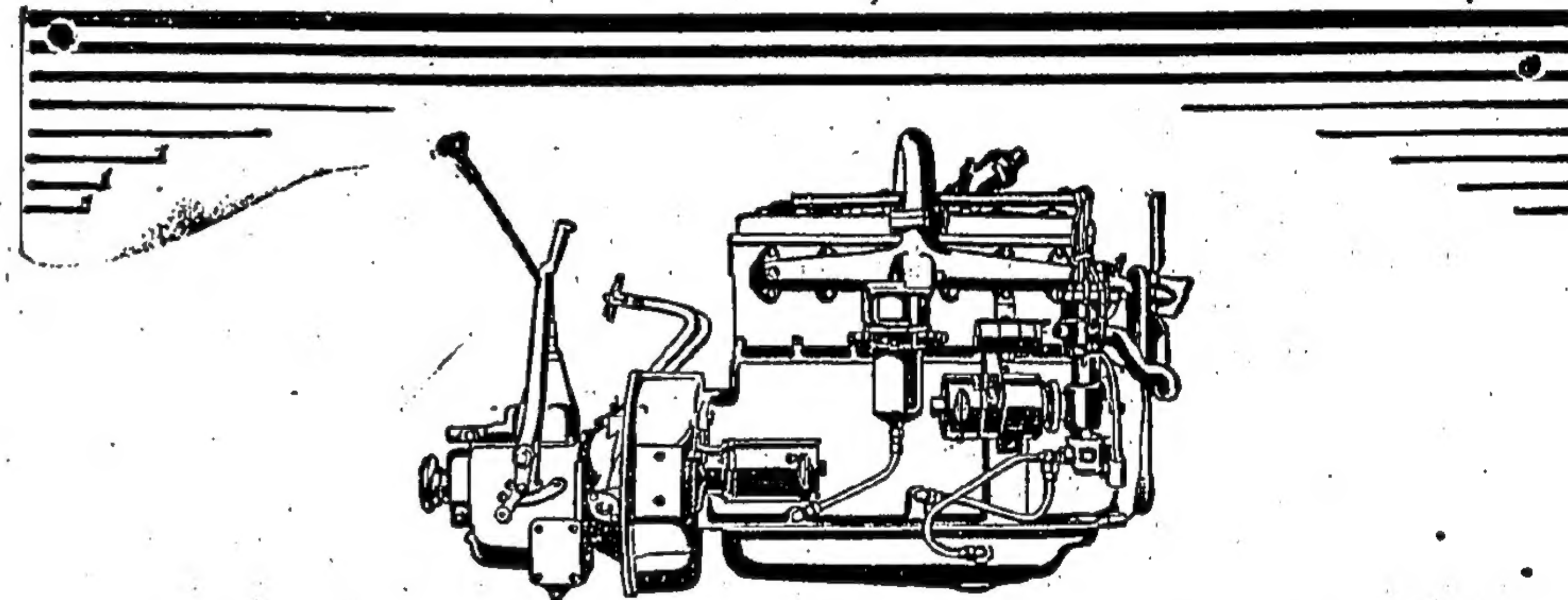
Nicaragua, Honduras, Salvador and Guatemala. After a comparatively easy trip through Mexico, where the second member of the original party of four dropped out, they entered the United States at Laredo, Texas, on April 8, and went on to New York by way of Dallas, Tulsa, St. Louis, Chicago and Detroit. At Detroit W. S. Knudsen, president of the Chevrolet Motor Company, showed special interest in the car and presented the Stoessels with a new six which they will take delivery of when they land in Buenos Aires. Their old model will be returned to Detroit and "retired."

In spite of the terrific punishment that the car received on its Pan-American tour it was found that the Chevrolet was still in good condition and that it was not necessary to put a wrench to it before it left Detroit on the final lap of its long journey. The car and the Argentinians were treated wonderfully well, and in others we

for our needs. The only changes we made in it were to enlarge the intake of the carburettor for operation in high altitudes and to add several tanks for gasoline, oil and water.

"Until we reached the United States we had altogether only a few hundred miles of good roads out of the 17,000 we had travelled. Because of terrific rains we experienced terrible going in a part of the Argentine and the tropical countries. We made hundreds of river crossings. We toiled up mountains—for one stretch we ran fifty miles in first gear—and then we had to work our way down them with the greatest care. Some places were so steep we found it necessary to use ropes to get the car down, and our closest calls to death and the car's destruction came when descending mountain roads.

"In some sections we were treated



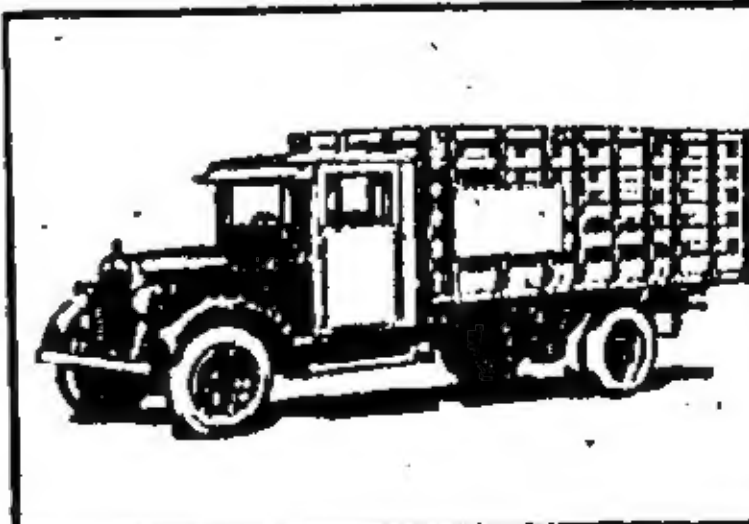
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The simplicity of the Knight Engine results in remarkable efficiency, smoothness and economy. It has no complicated valve mechanism and springs, tappets and cam. In each cylinder, two sturdy metal sleeves move smoothly up and down, one within the other in a protective film oil. The action of the sleeves is always smooth and positive, no matter how high the engine's speed. Modern engineering is evidenced throughout the coach chassis. Three-point motor suspension, straight line drive from crankshaft to rear axle, 4-wheel internal expanding mechanical brakes and cross tubular frame supports under engine.

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WHEELBASE—131".

AXLE, Front—Reverse Elliott type, carbon steel, drop-forged beams, Timken roller bearings in wheels, Timken thrust bearings on steering knuckle. Tread, 56". Clearance from ground, 9 1/2".

AXLE, Rear—Semi-floating type, heavy axial ball gears, sliding pinion assembly mounted on ball bearings, differential mounted on Timken bearings. Axle shafts of steel, double Timken roller bearings at wheels. Tread, 56". Clearance from ground, 8 1/2".

DRAWER—Four-wheel mechanical. Extra large, quick setting.

ENGINE—Six-cylinder, 211" bore, 4 1/2" stroke, overhead valve type, removable cylinder head, piston displacement 177.0, 6 A. H. rating 20.7 H. P. Actual H. P. 23 at 3000 R. P. M. Seven main bearings, seven eccentric shaft bearings, Rockwell shaft and generator driven by automatic belt adjuster. Compression ratio 9.3 to 1. Aluminum alloy pistons, Nelson type, Inver steel about. Flywheel steel ring gear for starter.

FRAME—Pressed steel channel section, 8" stock, 2 1/2" flange by C. steel, fitted from top of frame to ground when loaded, front 23", rear 24 1/2". Front bumper built in frame.

LUBRICATION—Full pressure to main bearings, connecting rods, camshaft bearings and timing chain. Spray to pistons, piston pins and sleeves. Lateral gear type oil pump. Automatic pressure control valve. Pressure gauge on instrument board. Rayvac type oil level indicator. Oil capacity, 8 quarts. Aluminex chassis lubrication.

SPRINGS—Front chrome vanadium steel, rear high carbon steel, semi-elliptic. Front 12 1/2" x 30", rear 2 1/2" x 45". Hotchkiss drive.

STEERING GEAR—Worm and gear type, semi-irrevocable, 12" steering wheel. Left or right hand drive.

TIRES—30" x 5" non-skid, 6 ply front, 8 ply rear. Irrevocable 12" steering wheel. Left or right hand drive.

TRANSMISSION—Selective sliding gear type, mounted in unit with engine, four speeds forward and one reverse. Provision for power take-off.

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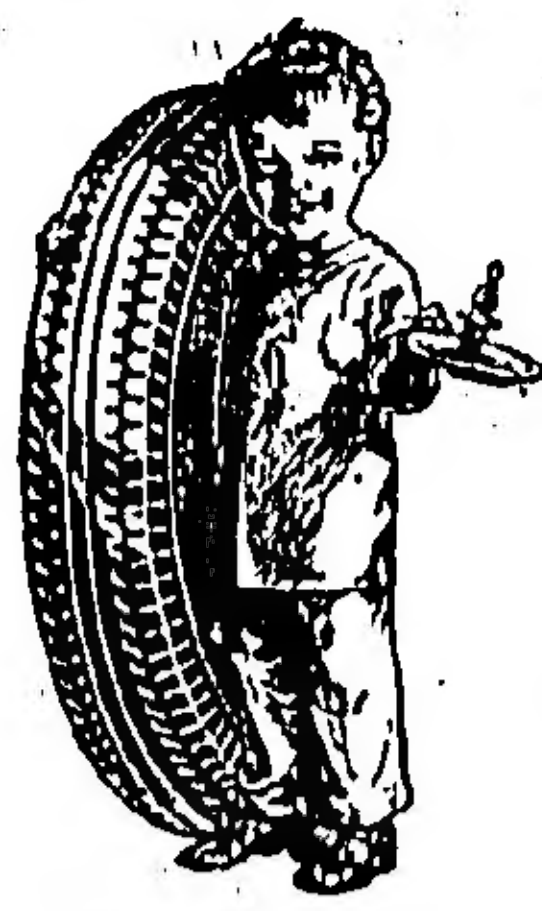
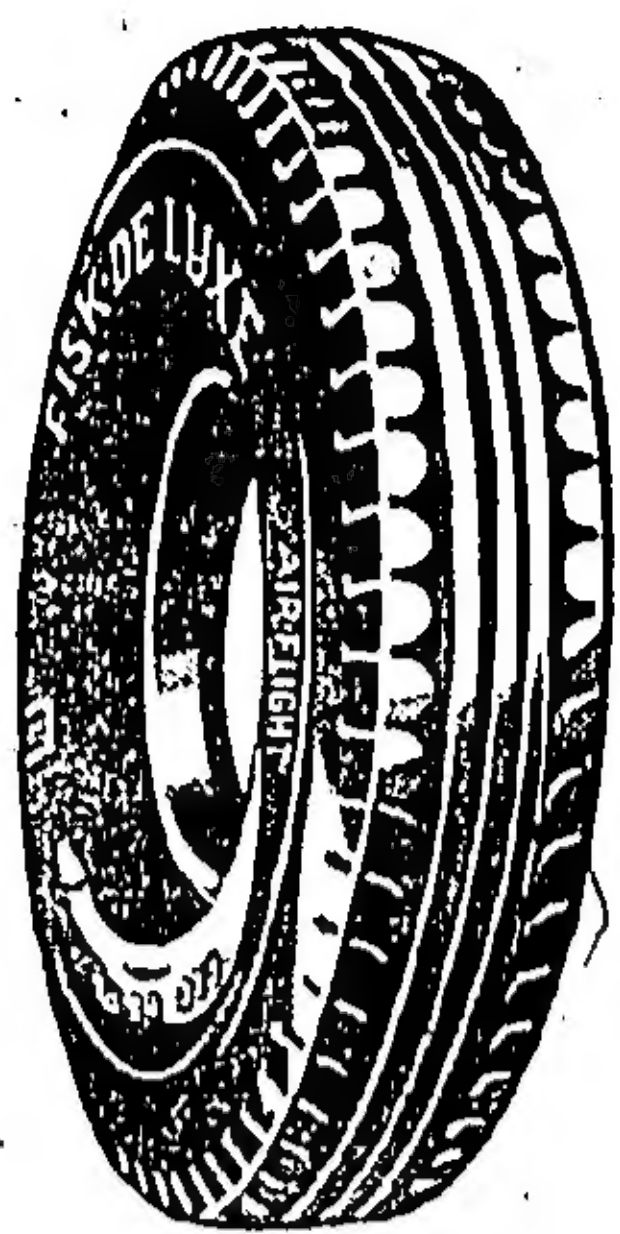
Service Station Garage:

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132, Nathan Road, Kowloon.

LONG ECONOMICAL LIFE

The Expedición Argentina Stoessel arrives in New York after the 19,000-mile trip in a Chevrolet from Buenos Aires. From left to right: Andrew and Adam Stoessel and Mr. A. T. Bollini, Consul General of the Argentine Republic, in front of the Argentine Consulate in Battery Place where they were officially welcomed to New York.

ENJOY
TROUBLE — FREE
MOTORING



Time To Re-tire
GET A FISK!

FISK NEW
AIR-FLIGHT
TIRES.

Can be depended on to
take you safely wherever
you want to go.

FISK

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PRINCIPLE TIRES

will ensure under most
strenuous conditions more

mileage

OBTAINABLE AT ALL GARAGES UPON REQUEST.

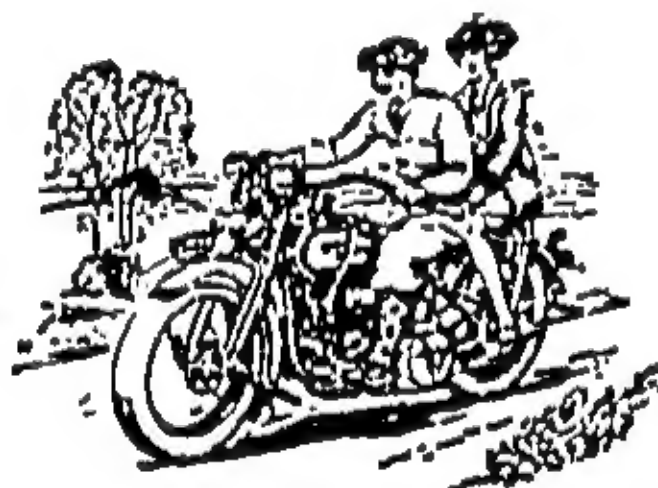
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NOW ON DISPLAY

THE GASCON MOTOR CO.

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(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK

EIGHT CYLINDERS.

Preference Increasing
Rapidly.

Just as the four cylinder automobile made way years ago for the six in all but the lowest price field, so is the eight to-day rapidly developing leadership in medium to high price fields alike. And this progress of eight cylinder automobiles is soundly based upon mechanical superiority that is recognised by experts with a knowledge of the engineering facts, as well as the laymen who is not slow to appreciate the finer performance and the greater all round comfort provided by the more perfect machine.

Perhaps the most significant evidence of this development lies in the fact that over 70 per cent. of all American automobile manufacturers are now producing eight cylinder cars. 1926 saw the United States with but eighteen eight cylinder chassis models while there were sixty-six American chassis models of other types. This year no less than fifty-seven American chassis models are of eight cylinders while all other American chassis models total only forty-six.

The Marmon Motor Car Company took the most definite step in this direction, of all manufacturers, over four years ago when it re-organised its factory to devote its entire facilities exclusively to the manufacture of automobiles of eight cylinders in line. Since then this company has produced that type only and to-day offers a range of these models in no less than four distinct price fields. Their 1930 products are the Marmon Model R, Marmon 869, Marmon 879 and Marmon Big Eight.

The Marmon Motor Car Company has derived two great benefits from its long experience with the straight eight. Not only has this company been able to increase its knowledge of the straight eight from a technical standpoint, but they also have had ample opportunity to study Marmon cars in the hands of owners under actual operating conditions.

The results of this owner experience have served as an important basis for experimental work in their engineering departments. In this way they devoted intensive effort to the development and perfection of Marmon straight eights along practical as well as theoretical lines with the knowledge that the successful conclusion of their efforts would meet widespread acceptance on the part of motor car buyers everywhere. From this it will be seen that the great increase in number of Marmon owners throughout the world is far from being an anticipated result.

500-MILE CAR RACE.

At Indianapolis on May 30 thirty-eight cars, including 4, 6, 8, and 16-cylinder models, both stock and special design, started in the Memorial Day 500 miles speed race. All the cars carried mechanics, and for the first time since 1922 two-man crews were used.

Billy Arnold (Chicago), driving a Moller-Hartz front-drive, won the race by ten miles in the 48m. 39sec. his average speed being 100.446 miles an hour.

William Cantlon was second. Louis F. Schneider third, and Louise Meyer fourth. The winner receives \$8,000, and a further \$15,000 will go to the runners-up.

The race was marred by a tragedy. Paul Marshall, who was acting as mechanic to his brother, C. Marshall, was thrown out when their car jumped a wall at the end of the course, and died later in hospital. C. Marshall fractured his skull and is in a critical condition.

ALL-MOTOR CITY.

Where Pedestrians Are
Not Run Over.

The enormous volume of present-day street traffic arising from highly-developed motor transportation and the many hazards to pedestrians resulting therefrom, are reflected in American city planning and housebuilding. There is being built in the State of New Jersey, for instance, a new town, Radburn, which is called the "City of the Motor Age," and is being built on an unusual plan, as a solution to the pressing traffic and safety problems of the modern age.

The Radburn plan provides for separate footpaths for pedestrians, distinct from the roadways on which automobiles travel. Large parks, where youngsters and grown-ups can walk and play in safety, occupy the centre of each super block. Children can go to school or into the park without crossing a street, used for vehicular traffic.

Each Radburn house has two means of access, a motor entrance and a garden entrance. Friends arriving by car, as well as the grocer, the milkman, the coalman, who all drive, go to the motor entrance by way of short closed-end streets, round which the houses are grouped. An entrance on the other side of the house opens on the garden, at the end of which is a path for those coming on foot. This path forms part of the park system, while the short closed-end streets lead to broad traffic avenues. A number of these closed streets, with the houses which are grouped round them, form a block many times the size of the ordinary city block, with traffic avenues at its boundaries and a long park strip in the centre.

In blocks now being built the parks are joined by a subway, where they are crossed by a traffic street.

"TIRE" OR "TYRE."

American and British
Designs.

More tyres, tubes and accessories are manufactured in the United States than in all the rest of the world combined, and large quantities are exported to all corners of the earth. However, while other countries use these products they have by no means accepted the British names, according to Mr. Large local Fisk dealer and manager of Duro Garage, Kowloon.

The word "tire" is an example. Almost every country has its own designation for this little four-letter word—and uses it. In Great Britain and British possessions the word is spelt t-y-r-e. Frenchmen and Belgians call it "pneu," Germans and Austrians speak of "reifen," while both terms are current in Switzerland. Drop the first letter from the Portuguese term "pneumatico" and the Spanish term "pneumatico." When in Rome do as the Romans do and ask for a "pneumatico." Sweden, Norway and Denmark use "ringar," "dækk" and "ring" respectively.

In Mexico automobiles are equipped with "lantas" and in Cuba and Porto Rico with "gomas." In Central and South America, however, even the Spanish and Portuguese are the dominant languages, usage varies. "Lantas," "goma" or "(p)neumatico" may be the proper term, while in some countries there is a choice of two.

When the name "Air-Flight" was given to the new Fisk Tires, continued Mr. Large, "careful consideration was given to translation of the term for use abroad. Whenever "Air-Flight" is used in a foreign country it is followed by the native equivalent in parentheses. Other expressions like "inner tube" and "mileage" also vary greatly and often there is no adequate translation equivalent in the foreign language, so that a descriptive term is necessary."

19,000-MILE MOTOR TRAIL.

(Continued from Page 15.)

Caracas, the capital of Venezuela. The first car to make the 200 miles from Guayaquil to Quito, in Ecuador, in less than twenty days—the Stoensels smashed the record in nine days.

And the first car to make the trip overland from Buenos Aires to New York, with but one overseas jump of 250 miles.

When asked about some of the "musts" of their trip, the two brothers agreed or differed as follows:

The best roads: "In the United States."

The worst roads: "The terrible mud on the Nicaragua-Costa Rica frontier, where we had to have twenty oxen at one point to pull us through."

The most beautiful scenery: "No. It was not in the Andes Mountains, which are barren piles of rock and earth, but the panoramas in Costa Rica and Nicaragua."

The hottest part of the trip: "The desert of Sechura, in northern Peru, with much sun and sand and no water."

The coldest part of the trip: "In Bolivia, 16,000 feet above sea level, where the water froze on our hair as we washed our faces. We had much snow in the high altitudes of Peru."

The wettest part: "In Costa Rica and Nicaragua, where we had heavy tropical rains and our feet were wet for three weeks."

The worst river: "Entre Rios, in Bolivia, which we had to cross eighty times because it was so winding."

The most expensive part: "High in the Andes Mountains in Peru and Bolivia, where food, gasoline and all other supplies have to be carried up on the backs of llamas, burros or Indians. We paid a dollar for a little bit of bacon."

The most dangerous part: "A mule track on the way to Quito," said Adam. "We were going down a mountain when the car began to slip—it was the wet season—and all that saved us from being dashed

over a precipice was a tree that stopped the car." "A mountain in Peru," said Andrew. "We started skidding on a part of the trail made wet by springs, and the car came to a stop right on the edge of a straight drop of about a thousand feet."

The most remarkable road: "In the mountains between La Guaira and Caracas where we had a constantly changing view of sea and mountains as we went around curves."

The most curious sight: "It was up in the Andes in Peru—an animal that is a cross between a llama and an alpaca."

The most exciting time: "A gun fight in the night with Peruvian bandits."

The strangest of numerous detours: "For a volcanic eruption near La Quila on the Argentine-Bolivia boundary."

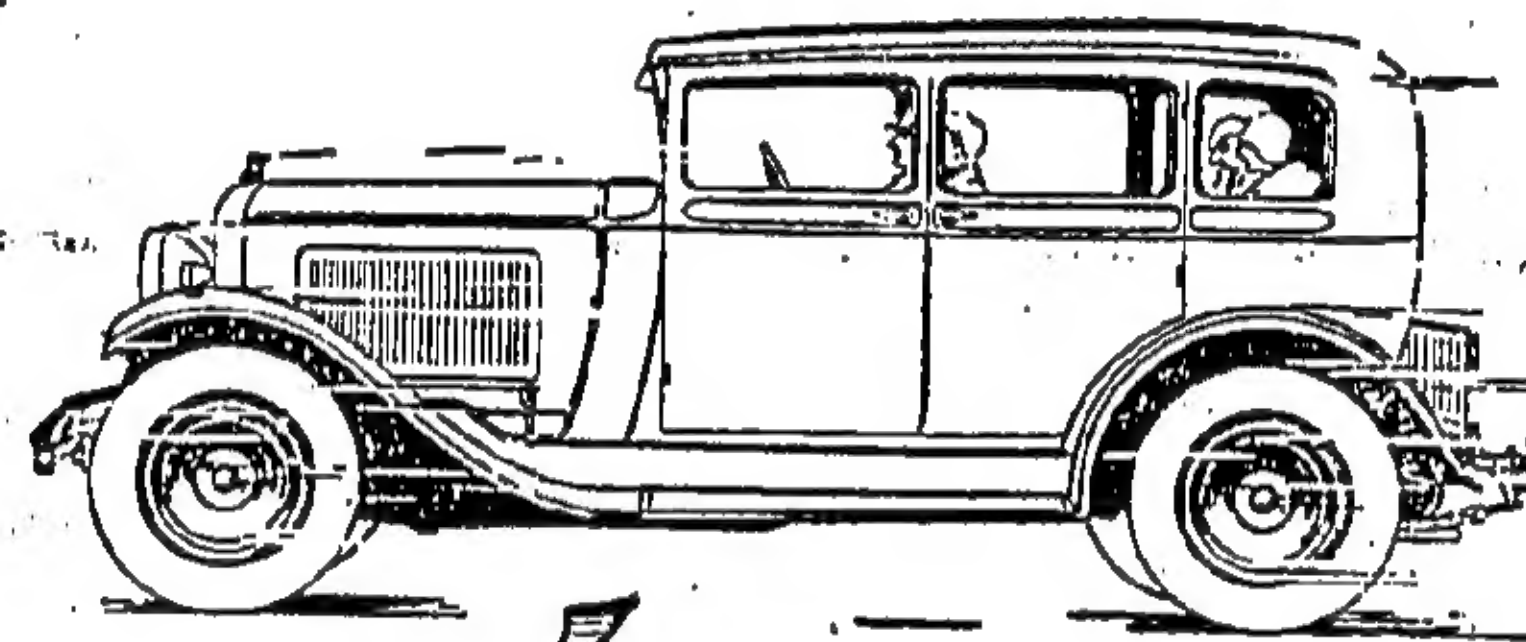
The worst "no gas" trouble: "In the Peruvian Andes, 3 miles above sea level we skidded off the trail and before we noticed a hole in the gasoline tank all our gas was lost. It was a wild, barren section, and it took us four days to get gasoline from the nearest village eighty miles away, with the aid of a llama and an Indian whom we had to threaten with a gun to get him to act as guide."

Such are the highlights of this notable accomplishment in automobile pioneering which stands as a tribute to the courage and determination of these men as well as to the endurance and dependability of the Chevrolet car they used.

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CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sun & Herald," are speedy and effective in procuring results. Rate 60 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone 24641.

New!



THE
**MORRIS
ISIS
SIX**

NEW—commandingly and beautifully new—the Morris "Isis" Six sets a fresh standard in world car values. England's greatest automobile production achievement. Fine-lined long-lasting British coachwork. Beautiful dignified interior furnishing; a highly efficient, finely built and long wearing six-cylinder engine, productive of quick, willing power; supple, road-worthy suspension; brakes that hold and STOP.

Track, clearance, gearing, weight and style all specifically designed to be supreme. Try it—feel its easy handling, distance-devouring fleetness, soft-cushioning of road shocks, ready—almost anticipatory—response to your will expressed in the lightest touch on the ready-to-hand controls. Try for yourself this excellent car that marks a new epoch in world trade.

Deliveries from Oxford, England, of the "Isis" Six are now being made. Be one of the first owners of this wonderful new automobile that sets a new fashion every mile it runs—every time it parks. Share in the prestige of new-day, up-to-the-minute possession. Be in the van of leadership! A trial run or demonstration is yours for the asking, and early delivery to your order placed now.

Months of study, thousands of miles of travel, years of experience in the finest engineering school in the world—British machine shops—are inbuilt in this new latest product of Morris Motors (1926) Ltd. Hard, grueling days on sweltering, tropical roads; countless hours of toil at desk and laboratory; the colour choice of Europe's experienced artists—all yours in this "Isis" Six.

SALOON

Time payments if desired.



£385

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Telephone 24759.

PRODUCT OF MORRIS MOTORS (1926) LTD.



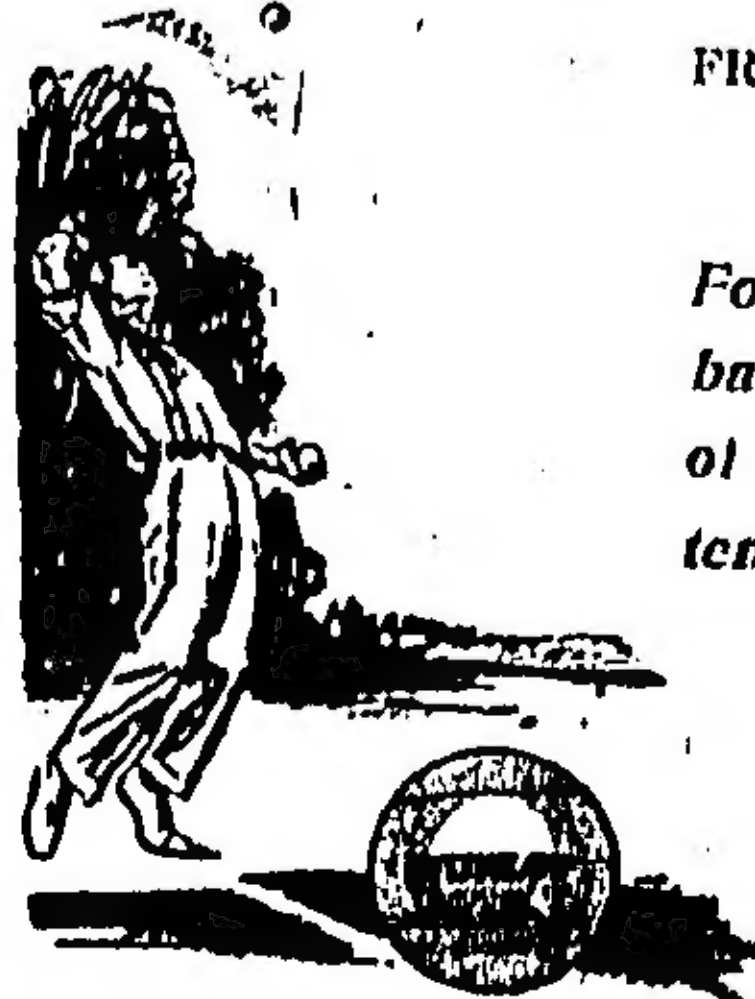
CHAIRMAN: SIR WILLIAM R. MORRIS, BT.

PROOF!!

Out of 29 Countries competing in the DAVIS CUP for 1930, 21 have selected and used the DUNLOP BALL.

FRANCE has adopted (for the third successive year) DUNLOP for the CHALLENGE ROUND.

For better Tennis, — **PLAY DUNLOP**, the ball which has to its credit the largest number of tennis successes ever achieved with any tennis ball.

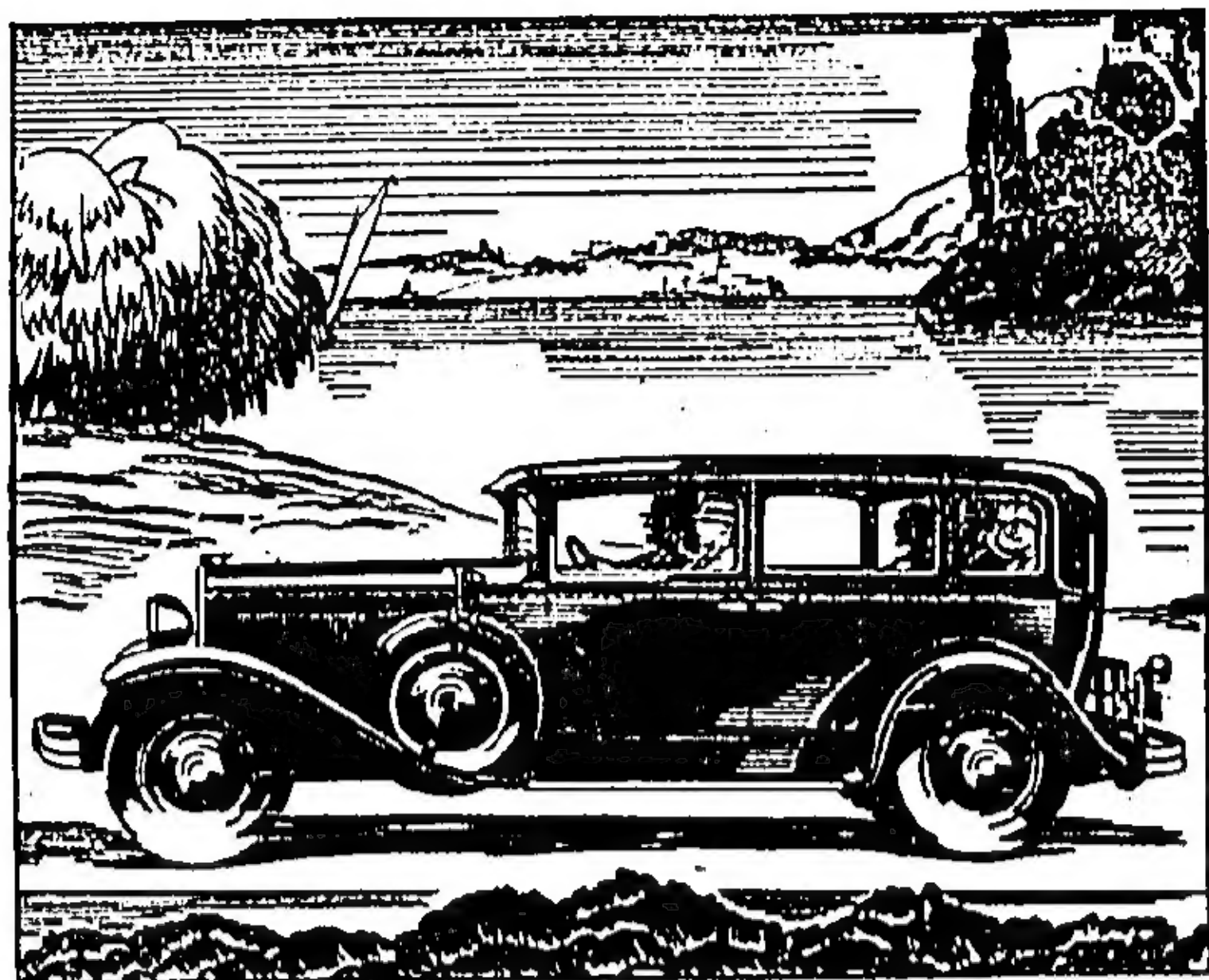


\$11.50 per dozen (Retail) at all Stores.

Lower rates for Clubs and Tournaments.

A PRIDE OF POSSESSION that grows and grows!

"70"
"77"



Your pride in owning a new Chrysler begins in the knowledge that you are driving a car that is matchless in every phase of performance.

Every drive reminds you how much Chrysler has done to make your motoring more enjoyable—your car more beautiful and more luxurious—more comfortable and more enduring—more convenient in operation and safer.

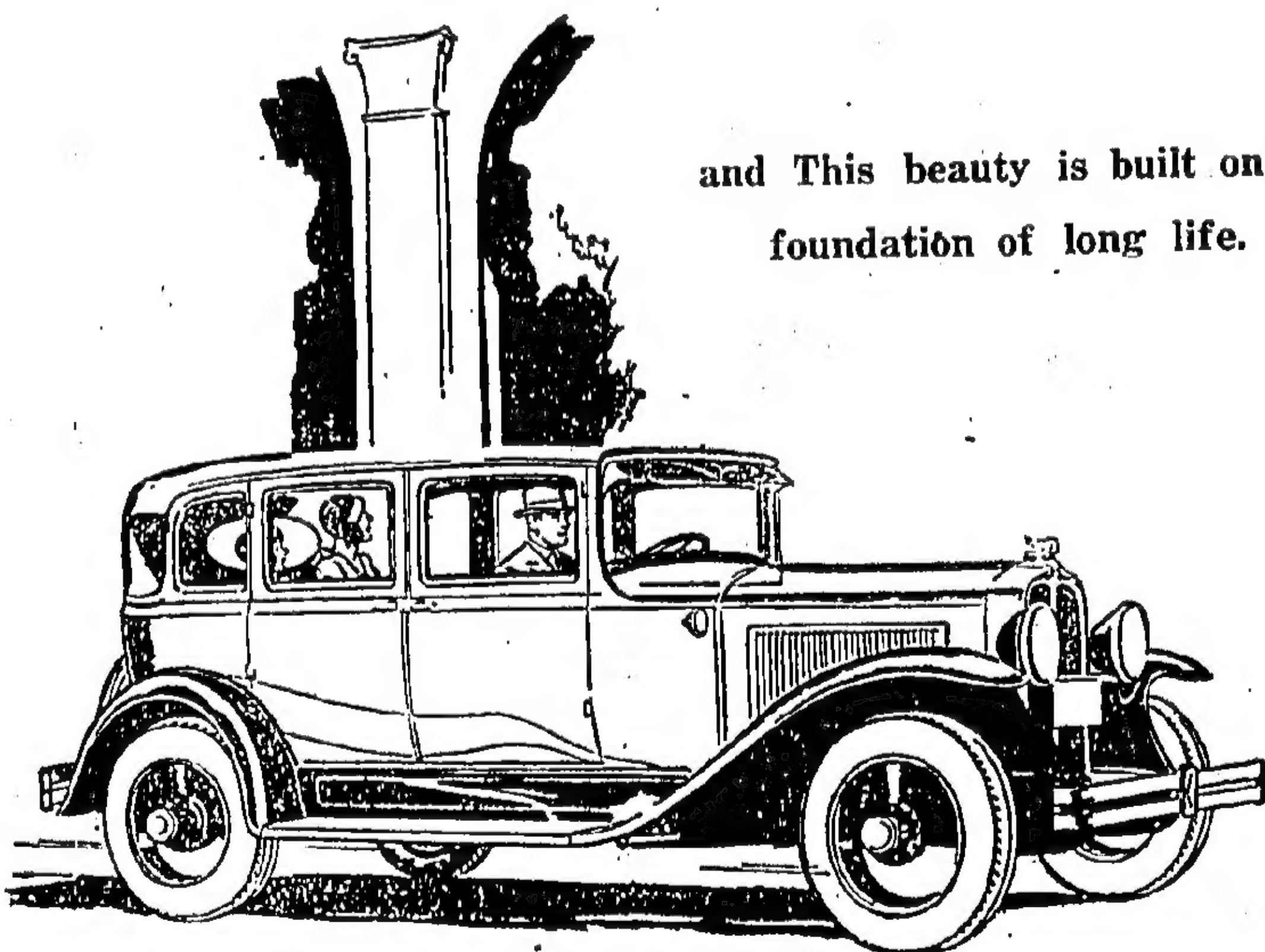
You find that the new Chrysler Multi-Range four-speed transmission and gear shift introduce an ease of car control never before thought possible.

When you step into a new Multi-Range Chrysler from any other motor car, you will never want to go back. For these latest Chryslers inspire a PRIDE ALL THEIR OWN, a pride of possession that GROWS AND GROWS.

MULTI-RANGE **CHRYSLER**
CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.
484-486, QUEEN'S ROAD, WEST.
TEL. 25674.

BEAUTIFUL, yes

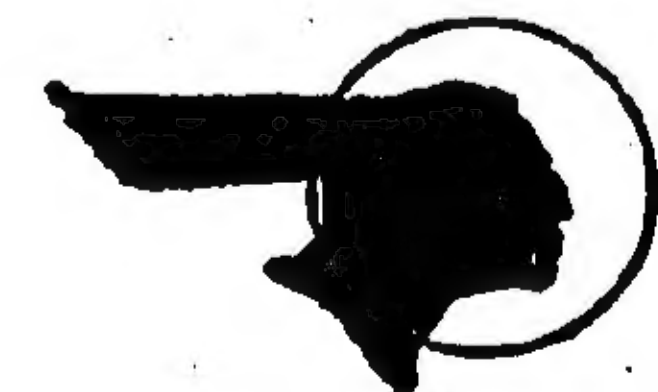


and This beauty is built on a
foundation of long life.

Your eye tells at a glance that Pontiac is beautiful. As you view it from front, rear or sides you cannot help but admire its perfect balance—its big car proportions—and the unusually smart colour combinations that accentuate the beauty of its sleek, stylish lines.

And Pontiac beauty is more than paint deep! As you examine it you will see that Pontiac has those big-car features and sturdy construction that assure long life.

Before you pay more for a big car—see for yourself how much money you can save by buying the new Pontiac Big Six. A ride will be a revelation to you.



PONTIAC
BIG SIX
Product of General Motors.

THE ORIENTAL MOTOR CAR CO.
353-7, Hennessy Road.
Telephone 20406.

MOTOR LAW.

Effect on Taxis in Bangkok.

Bangkok, June 7.
The new Motor Vehicles Law, which has just been brought into force, is going to exert a sound influence upon the traffic conditions of Bangkok. To understand this it is necessary to turn back a few years before what are now known as taxis took to the road. If you look over the Bangkok streets very few gharries will be seen. A few ponies remain but they are mostly harnessed to what best can be referred to as a light lorry. But four years ago ponies and gharries were encountered everywhere. For those who were not blessed with a car, and who desired something more than the short distance runs of the riksha, the gharri provided a cheap and convenient means of transport. For the round sum of Tcs. 2 a fare could use a gharri for several hours an end, it being tacitly understood, of course, that there would be periods of rest for the pony, and that the fee did not entitle one to several hours of continuous progression. At that time it was possible to hire a car, but this had to be obtained from a garage at a fixed rate usually Tcs. 2 per hour. I believe I am not far out in claiming that this was one of the cheapest rates in the Far East at the time.

The Taxi Era.
Then came what might be termed the taxi era. When and why it came it is difficult to state with any confidence. I do not think that the taxi was introduced to meet an already existing demand. It is more correct to say that the taxi created the demand on which it has existed during the last three years or so. Probably one of the garage owners who had absorbed up-to-date economic principles, reached the conviction that a larger employment of his cars, in which presumably he had sunk a certain amount of capital, would be financially advantageous. And so it may be that instead of waiting for customers, he set out to find them.

In its early stages there is no question but that the taxi business paid. But so soon as this was perceived it developed with amazing rapidity. Just about this time one of the importing firms had a number of cars that seemed to be suitable, and when they were prepared to do business on the credit system, large numbers of the cars were put on the streets. The competition ensured that the public benefited. Fares were maintained on a low scale, but it was clear that all the owners were not born financiers, and within the year trouble arose. In a word, generally speaking, the taxi business did not pay those engaged in it, and it is doubtful if it even paid the firm which was the means of putting a large number of cars on the streets.

Now we come to the new Motor Vehicles Law, which is likely to put a large number of them off the streets. Many of the taxi owners have been making just a hand to mouth existence, with absolutely no margin for extra expenditure. Under the new law, however, the registration fees show a considerable increase, in some cases of from 300 to 400 per cent. I need not go into the details of the new system of taxation; but under it taxis will have to pay a fee greatly in excess of that demanded under the old system, and this, I am certain, many owners of dilapidated cars will be unable to pay.

In the next month or two—the year begins on April 1, but as the law has been brought in rather late, we are all to be given a free run for the first quarter—many taxis will be taken off the streets. That will go some way to solve the existing traffic problem, which is largely due to the excess of taxis running around, but it also will have the effect of increasing the fares. To many people that will not matter much, but there is a large section of the poorer classes within whose reach the low rates have placed the taxis, and who have developed a taste for the faster form of travel, that is for the car as against the riksha. There is no indication that the Government intends at this juncture to frame a tariff, and rates will be left very much to the taxi people.

If the latter have to meet increased expenditure, and if the standard of cars is to be on a higher level generally through the worst of them being forced off the streets, it seems inevitable that travelling will be more costly. Straits Times.

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CLASSIFIED Advertisements set up in this style and inserted in "The Hong Kong Sunday Herald" are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A Wyndham Street or Phone 24041.

Distinguished from all other cars in its field by these . . . outstanding superiorities

114" Wheelbase Marquette Models G.\$1,460 to G.\$1,550
118" Wheelbase Buick Models . . . G.\$1,775 to G.\$1,910
124" Wheelbase Buick Models . . . G.\$2,125 to G.\$2,165
132" Wheelbase Buick Models . . . G.\$2,115 to G.\$2,725



The Marquette is sweeping to nationwide success with an array of features that distinguish it at once as the most outstanding value in the moderate-price field.

BUILT BY BUICK—The Marquette alone in its class can offer the priceless advantages of Buick engineering, Buick craftsmanship and countrywide Buick service facilities.

PERFORMANCE—Brilliant pick-up—10 to 40 miles an hour in 31 seconds—dashing speed—58 or 70 knots miles an hour—and a wonderful fund of smooth, flexible power.

PISTON DISPLACEMENT—The marvelous power plant has a larger piston displacement (cubic inches) than any car at its price.

ECONOMY—Even with larger piston displacement, this remarkable engine operates in the normal driving range with appreciably lower fuel consumption. Mileage is phenomenal. Service needs are at an absolute minimum.

COMPLETENESS—Throughout the Marquette you will find a full complement of the finest features. Nothing but the very best has been good enough.

ROADABILITY—So perfect are its poise and balance that at every speed, riding qualities and roadability are amazingly superior to those of many cars of much higher price.

UPHOLSTERY—The Marquette alone in the moderate-price class is upholstered with a wonderful new waterproof, dustproof, wear-proof mohair.

ENDURANCE—Buick-built cars are famous for stamling. The Marquette delivers many thousands of miles of brilliant, uninterrupted service over every kind of road.

EXTRA VALUE—Buick's immense resources and great facilities provide in the Marquette extra goodness in every part—extra snap and sparkle in performance—extra value, unapproached at the price.

STYLISH—The Marquette is as distinguished in appearance as in performance. Its handsomely tailored bodies by Fisher challenge comparison with the smartest cars on the road.

See the Marquette. Take the wheel and discover performance that knows no rival in the moderate-price field!

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Division of General Motors Corporation
Canadian factories
McLaughlin-Buick, Oshawa, Ont.
Builders of Buick and Marquette Motor Cars

THE DRAGON MOTOR CAR CO., LTD

Telephone 30228.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

SOUTH AFRICA.

Exacting Test of a British Small Car.

Many motorists in our Dominions harbour the impression that the British light car, whilst suitable enough for town work, is no use for their country roads. This was a complaint put recently to the South African agents for Singer cars, who promptly denied it and promised to prove their opinions, says the Overseas Bulletin.

In order to do this, they at once organised a tour by a Singer Junior round the Union of South Africa. A Pressman went as a passenger and it was arranged that the official seal of the Mayor should be obtained at each town or city on the route.

An enthusiastic crowd bid goodbye to the pair at Durban and tied dozens of toy dogs, lions, etc., on to the car as mascots. Then began a run of nearly 3,000 miles, for the most part over roads which would deter the ordinary British motorist. Certain stretches, of course, were good, and the 35 miles from Johannesburg to Pretoria was covered in 43 minutes, the haste being due to the driver's desire to reach Pretoria before the Mayor (and his seal) ceased work for the day.

In other places, however, the conditions were appalling.

The first river encountered nearly submerged the little car, but it got through, for lengths of rubber hoses leading high into the air, had been attached to the exhaust pipe and to the air intake. The second river tumbled had eight cars abandoned on its banks; some of them had been there for four days! In addition to fixing the hose-pipes, however, the driver and passenger of the Singer wrapped up the sparking plugs and magneto with rags saturated in grease. As the car reached the centre of the stream all that could be seen by the passenger (who presumably used a foot-bridge!) was the driver's head and shoulders and the top of the windscreen. Nevertheless the crossing was made under power and without mishap.

So at last the pair reached Durban. The only trouble experienced in the whole run was a broken spring—due to an execrable patch of road being struck when the car was travelling at 50 m.p.h. In spite of the day's delay which this entailed—for a new spring had to be made—and many other delays caused by the difficulty of finding the various Mayors and obtaining the seals and signatures, the 3,000 miles was covered in 14½ days; and this over some of the worst roads in the Union.

South African motorists, no doubt, have revised their opinions of the suitability of British small cars for their country roads!

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

BEAN.—Lane, Crawford, Ltd.

BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

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HUMBER.—Lane, Crawford, Ltd.

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PLYMOUTH.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

PONTIAC.—The Oriental Motor Car Co., 66, Queen's Road C. Tel. 20406.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

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G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

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MOTOR CYCLES

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. 50242 & 57804.

HUMBER.—Lane, Crawford, Ltd.

TYRES AND ACCESSORIES.

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NEIGE DES CEVENNES
CITRONADE CREAM

Made with fresh lemon juice to keep the hands beautifully white.

Sole Agents for Hong Kong & South China:
G. ROUVIERE CO.
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Telephone 22679.

Hongkong Sunday Herald

十二月七年十三百九千一英 HONG KONG, SUNDAY, JULY 20, 1930. 五廿月六年午庚 國民華中

5 Flowers
FORM

Sole Agents for Hong Kong & South China:
G. ROUVIERE CO.
China Buildings, Telephone 22679.

"JACK'S" IDEAS ON COMFORT.

Plain Clothes And Ice Chests!

SUGGESTED REFORMS.

A List of General Requests.

A very wide field is covered in the list of General Requests put forward at the Central Meetings of the Royal Navy Welfare Conference recently held at Portsmouth.

The Requests deal with superannuation Schemes, Medical Boards, Messing of Ratings, Marriage Allowances, Advancement Rosters, "Rig," and a host of minor matters.

THE SAILORMAN'S FOOD.

One request of particular interest to Servicemen in local waters is that ice chests may be provided in H.M. ships for the use of all ratings when serving in hot climates, and that the necessary supply of ice for those chests be authorised. (Request 31).

The very next request is that plain clothes be allowed to be worn by all men serving in shore establishments, and by those who are allowed pink leave tickets, when proceeding or returning from leave. (Request 32).

Another request asks that compulsory church service be abolished, and voluntary service substituted. (Request 24).

As regards messing, it is requested that under certain conditions men should be provided with complete messing, and not be called on to augment the food supplied by payment from their own pockets. It is further asked that outside contractors supply fresh provisions on a 5 per cent. discount basis, discount to be paid into ships' funds. (Request 10 to 11).

These are only a few of the many requests, the complete list, as promulgated by the Admiralty being appended, together with the Admiralty's introductory note.

Admiralty Fleet Order.

For the information of H.M. Service, the complete list of General Requests put forward at the Central Meetings of the Welfare Conference held at Portsmouth, is promulgated herewith. A considerable time will necessarily elapse before the whole of the Welfare Requests are finally dealt with.

1. That the items for discussion at Welfare Conferences be extended with particular reference to the Navy, Army and Air Force Institutes' administration.
2. That when the Naval Personnel Committee sits to consider General Welfare requests, the Admiralty permit the attendance of three ratings from each port to give evidence on the requests submitted, failing this, that the Admiralty see fit to appoint an officer or officers from the Naval Personnel Committee to attend the Inter-Port General Welfare Conferences with a watching brief.
3. That the Admiralty may make representations to H.M. Government that Section 24, of 1925, Widows', Orphans' and Old Age Contributory Pension Act may be modified, in the case of ratings serving in the Royal Navy.
4. That the recommendations of the Medical Survey Board be communicated to the man by the President, who, at the same time shall inform the man whether his invaliding disability is considered attributable or not, also that the Admiralty issue directions that if the man is not satisfied with the Medical Survey Board's recommendations he may appeal to the Commander-in-Chief, and that the man be allowed to obtain service in the preparation of his appeal.
5. That the Admiralty be asked to examine and favourably consider the institution of a superannuation scheme, on a contributory basis, for the Royal Navy and Royal

Marines, and if approved, to obtain the co-operation of all ranks and ratings, the objects being:—

- (a) To provide a gratuity or bonus for men leaving the Service time-expired at 12 years.
 - (b) To provide a gratuity for all invalids.
 - (c) To provide a gratuity for the dependants of those who die during their period of service.
 - (d) To provide a pension to supplement that already payable to men at the termination of their pensionable engagement.
6. That it should be officially recognised that when it is necessary to reduce the numbers of higher ratings in the various branches of the Royal Navy, the immediate reaction resulting should be a public liability, and not an immediate liability confined to the unfortunate ratings at the top of the advancement rosters. It is suggested that if three advancements were made throughout the grades of the affected branches, out of every four discharges of higher ratings in these branches, until the new numbers allowed were reached, complete satisfaction would be given to all. By this method those awaiting advancement would contribute 25 per cent. of the cost of the reduction. Alleviation to be retrospective to branches now overborne.
7. That the word "Invalided" be omitted from the Service Certificates of ratings discharged from the Service as medically unfit, and words to the effect that they have been discharged under the appropriate Article of King's Regulations and Admiralty Instructions may be inserted.
8. That the procedure of allowing Chief Petty Officers, Petty Officers and Leading Rates to re-engage for a further period of service, vide King's Regulations and Admiralty Instructions, Article 390, paragraph 4, or under present arrangements, whereby it is optional for a time-expired rating to complete a commission, be abolished, this to include R.N.V.R. instructors and those returning to the Service from Pension.
9. That sloops on the West African Station pay off in summer instead of mid-winter as at present.
- General Messing.
10. That the Admiralty issue instructions to all H.M. Ships afloat in which the General Messing system is in force, that the statement contained in page 37 of the Navy Estimates for 1930, viz.—"The men are provided with COMPLETE MESSING under the General Messing System," is to be observed, and that ratings shall not be called upon to augment the food supplied by payments from their own pockets.
11. That the Admiralty shall require outside contractors to quote for supplies of fresh provisions on a 5 per cent. discount basis, discount to be paid into the ships' funds.
12. That, as it appears to be the definite purpose of the Ad-

miralty to keep Chief Petty Officers Messes in Shore Establishments on General Messing, a larger percentage of the savings accrued through Chief Petty Officers proceeding on short leave be paid into their Mess Funds, instead of, as at present, being retained by the Admiralty.

13. That a better and more varied menu be provided for patients on full diet in hospitals.
14. That Landing Rates be messaged separately in shore establishments, and in ships where room permits.
15. That messing arrangements in all drifters be divided into two messes, one for Chief Petty Officers and Petty Officers and one for all lower ratings.
16. Re heating arrangements for living and sleeping quarters in shore establishments. That when weather conditions are wintry, an inspection of the above compartments by representatives from the Admiralty, with a view to an improvement being made. Marriage Allowances, &c.
17. That marriage allowance be paid in respect of all married ratings eligible other than by age.
18. That an allowance equivalent to marriage allowance be paid in respect of a guardian who has been appointed by a widower in respect of motherless children's allowance, and who is maintained by the man in his own home, provided he is not already in receipt of an allowance from other Service sources.
19. That the allowance requested in General Request No. 18 be paid in respect of a guardian who has been appointed by a man who has divorced his wife, and has the custody of the child or children and continues to maintain a home for them.
20. That a parent, who has no other source of income, and who is solely dependent on a rating for his or her living and upkeep of the rating's home affairs, etc., be paid an allowance similar to that paid to a man's wife with no children.
21. That the Admiralty be asked to consider the payment of the Reserve Pension of 5d. at the age of 50, to those ratings who are not at present eligible to join the Royal Fleet Reserve.
22. That men advanced to higher rating may be ante-dated for pay and seniority to the day on which the vacancy occurs.
23. That ratings serving in all drifters (not in reserve) attached to ships of the fleet be paid hard-lying money when the drifters are under steam away from home ports. Church Service.
24. That compulsory church service be abolished and voluntary service substituted.
25. That Article 834, clause (c) of King's Regulations and Admiralty Instructions be amended to read "For all Chief Petty Officers, Petty Officers and equivalent ranks, Royal Marines, &c. Second."
26. That Chief Petty Officers and Petty Officers' Messes be allowed wines and spirits in their bars.
27. That the Admiralty will approach the Railway authorities with a view to promoting some scheme, on the basis of contribution of so much per head from a rating's pay, in order to enable free travelling on the railways when in possession of a leave ticket.
28. That the Admiralty approach the railway and restaurant car companies with a view to permission being given for meal orders being made available for exchange for food in restaurant cars or being accepted as part payment for meals taken in restaurant cars.
29. The publication of advancement rosters be instituted and published half-yearly in Admiralty Fleet Orders, after the rosters have been made up, showing the names of the first 50 ratings of the larger branches and a proportionate percentage of the smaller branches.
30. That a cumulative system of leave be instituted in shore establishments for men whose names do not permit of them

PETROL OUTPUT.

To Be Reduced by 500 Tons Daily.

COMPANIES AGREE.

Bukharest, Yesterday.

The Association of Petroleum Industries has agreed to reduce the output immediately from 1,732 railway tanks daily to 1,350, in accordance with the proposal of the Astra Romano and Romano Americana Companies, which are affiliated with Shell, Royal Dutch, and the Standard Oil Companies respectively.—Reuter.

HEAVY RAIN.

3.38 Inches in Twelve Hours.

Last night an exceptionally heavy rain storm, accompanied by lightning and thunder, swept over the Colony, being particularly severe between seven and nine o'clock.

Many parts of Nathan Road were like raging waters and in the Island numerous streets were flooded, causing inconvenience to pedestrians.

The Sunday Herald is courteous.

Do not miss—
"SECOND SLIP'S" exclusive

CRICKET ARTICLES
In
The China Mail
every
WEDNESDAY AND SATURDAY.

ly informed that the rainfall registered from 10.30 a.m. yesterday to 10.30 p.m. was 3.38 inches. The rainfall during the week was:—

	Inches
Monday	0.29
Tuesday	1.84
Wednesday	3.45
Thursday	2.19
Friday	1.32
Saturday (to 10.30 a.m.)	0.63
Saturday (to 10.30 p.m.)	3.38
Total	13.10

Excluding the 3.38 inches of rainfall from January 1 has been 46.49 inches against an average of 46.16 inches.

making use of week-end leave. owing to distance and time.

Ice Chests Wanted.

31. That ice-chests may be provided in H.M. Ships for the use of all ratings when serving in hot climates, and that the necessary supply of ice for these chests may be authorised.

Clothing Questions.

32. That plain clothes be allowed to be worn by all men serving in shore establishments, allowed pink leave tickets, when proceeding on or returning from leave.
33. That when cloth suits become unsuitable for wear as No. 1 or No. 2 dress, they may be worn with red or gold badges as a working rig.
34. That Chief Petty Officers and Petty Officers who wear Class 1 or Class 3 uniform be allowed to wear leather gloves as optional kit when on leave.
35. "Ducks" in Winter.
36. That instructions be issued that the wearing of duck suits (No. 5 rig) during the winter months in H.M. Ships and in establishments in Home Waters and in cold climates abroad be restricted as much as possible.
37. That ready-made clothing be made from the same piece of material.
38. That No. 6 dress for Class 2 ratings be, in future, made of drill instead of duck.
39. That capes and rainproofs for cyclists be supplied as an optional item of clothing.
40. That a type of cigarette be manufactured on the same lines as cigarette tobacco, for use in the Naval Service.

OFF TO THE FAIR.

Zodavisky Spends Money on a Good Cause.

RAIN AND MERRIMENT.

Saturday, July 19, in the year of our Lord nineteen hundred and thirty, was a rainy day. It simply came pouring down, and the enthusiastic and those who had learned to cultivate a scholarly stoop through playing lawn bowls woke up with their eyes askance at the clerk of the weather.

The telephones were working at high pressure; one party informing the other that such and such an engagement had to be called off. In fact everything was abnormal, but to a man like myself—a man of leisure with no domestic ties to worry over and plenty of money to burn—the weather did not disturb me. I just simply curled my legs up on a Morris easy chair, a copy of John Maszfeld's poems in hand, and a whisky and soda within easy reach; all ready to pass a day indoors, but who should turn up to disturb my tranquillity? Our old friend Zodavisky, and nobody else.

Bursting unceremoniously into the holy sanctuary, his face beaming with smiles, he said: "Hey, you lazy dog, get off your perch and get dress."

"What, on a day like that? You must be crazy; go and dream some more," said I.

A Scatterbrain.

If there was ever a scatter-brain, you are it. Do you mean to tell me that a little rain will melt you? You must be a sugar-pie, and do you mean to tell me that you are not going to spend some of your superfluous wealth on a good cause such as the St. Paul's College bazaar?"

Once Zodavisky started out to harp on that string, I could not very well refuse him. That raspy knew my weak spot, and the result was that I donned on my Southwester, fugged on a pair of seaboots and with an umbrella the size of a parachute, we set sail for St. Paul's College.

Quiet and Dismal.

We arrived there in due course, and after our car had dropped anchor outside the entrance, we, like Columbus, went up to survey the land. The rain was pouring down in torrents and everything looked quiet and dismal. Suddenly we heard merry voices from within, and with our hearts beating pit-a-pat, we asked a maiden young and fair whether we were allowed in the premises. She told us that we were most welcome, and she herself piloted us into a big hall where little stalls were pitched here and there.

"Loosen your purse string, you old scallywag," advised my friend.

I did. We went from stall to stall. I picked up a pair of tennis socks here, a petticoat there, and a jumper for a rollicking child of two in the third stall. A trip to the opposite row of stalls brought me an assortment of fancy articles; all of which would go well to stock a millinery shop if I were so minded. I even had a vanity case. Zodavisky, on the other hand, patronised the sweet and confectionery stalls, and before he left the premises, he complained of having toothache in his eyes and ears and even right down to his tonsils.

Looked Too Easy!

We also visited the Hoop-in stall. A very tricky stall, that and yet everything looked so easy. We parted with many dollars there, and all we received in return was the encouragement to try again. The shooting gallery appeared to have double bullet-eyes, or could it have been the vast quantity of Hong Kong water we had swallowed before leaving the house. Anyway, we always seemed to have hit the wrong mark.

After spending two hours there, very pleasant hours, too, we hoisted our sails, sounded the siren, and off we went. In our old and water-logged tub, we took an inventory of what we got and what we paid to get them. The result was amazing; more so when we came to realise that it was all for a good cause.

"But what about all the other people there, Clarinsky, and love, didn't they spend, too?" said Zodavisky.

"Yes," I replied, and fell off to sleep.

ARE OUR SCHOOLS STARVED?

Worrying Financial Position.

ATTITUDE OF THE GOVERNMENT.

Those of us who sit on the Committees of Grant-in-Aid Schools are continually worried about their financial position. They obviously respond to a need, to deny which would deprive a large section of the community of intellectual opportunities to which they are entitled.

It might be argued that as these Schools came into existence as a result of voluntary effort they ought to continue to exist on private donations or else close their doors since they have no claim upon the public funds. They are in that respect no whit different from the Schools which run as commercial ventures, and which multiply or decline according as the Colony is prosperous or otherwise.

The attitude of the Government, I take it, is that such money as is available for educational purposes is already appropriated for advancing its own schemes, and that such institutions as lie outside that scheme cannot be taken into serious consideration. It has never been in the past accepted by the Government, that it is under any obligation to provide education for the Colony as a whole, but rather as in Shanghai, it sets up model schools which in staff, equipment, and efficiency are meant to stimulate the Chinese to imitative effort; or perhaps to provide education for as many as it thinks are necessary to staff the offices, etc., of the Colony.

Ideal For Lower Classes.

There is likewise a widely spread view, that a full belly and an empty head—as advocated by one of the Chinese philosophers Lao Tse—is the best ideal in life for the lower classes, and that any Government activity outside the immediate commercial needs of the Colony is irrelevant. This aristocratic and feudalistic conception of education, however, is no longer tenable in view of the striking movements which are taking place in every part of the world. No Government, for example in England, would venture to risk the extinction of its majority now, by doing anything that would retard the startling developments which are to day taking place in the Country. Education is an essential part of the social service, and as necessary, as sanitation, or the police. It is no longer a piece of philanthropy or an activity of a benevolent Government but a service rendered to the community for which they pay in the form of taxes.

In a democratic community where the wishes of the people can be effectively registered, the educational needs are progressively provided for as a matter of course through the representatives of the people. But the absence of the desire on the part of the Chinese

and the British, to regard Hong Kong as anything more than a caravanserai, makes it difficult to secure that solid permanent background of opinion which is the key-note of civil life in England, where the accumulated wisdom and experience of the residents are brought to bear upon the solution of educational problems that vitally affect the community.

The justification, however, for the form of Government such as prevails in Hong Kong under the watching brief held by the Home Government is that it keeps in touch with the best aspirations of the people from whom it draws its revenues and gives expression to those ideals in concrete form. Thus it will discourage gambling and encourage education, penalise the opium user and make provision for games, curb the rapacity of landlords and show a tender regard for the poor, heavily tax great wealth and so provide for the greater amenities of life; in addition, of course, to performing the normal services of public life.

Anticipating Social Demand.

The Church in this Colony has in many ways anticipated the modern social demand for education, and has voluntarily put its energy into this special work. Without these efforts the Colony to-day would make a poor showing, and, of course, could not satisfy the present requirements if these schools were closed.

These institutions are performing their work heroically and most economically for the Colony. At present they are efficient and well disciplined, and could not without serious damage to the Colony's educational work be dispensed with, but there is a limit to the strain that can be imposed upon them, and that breaking strain is being reached.

It cannot possibly be to the advantage of the Colony to have starved schools and flourishing race courses. We are shortly to have, judging from present tendencies, race meetings every day. Would it not be reasonable to impose an annual licence fee of one hundred thousand dollars, for such a privilege and a tax of ten or twenty per cent. on the totalisator, sweeps and lotteries, in order to finance education in its various forms and so strive to neutralise this tendency to such excessive gambling?

There used to be in England a tax of sixpence a gallon on whiskey the proceeds of which were used to pay the cost of higher education. There are other methods, of course, by which the disparate nature of the two classes of schools—the Government and the Grant-in-Aid,—could be reduced, but it is hardly necessary to indicate them.—Prof. L. Forster, M.A., in St. Andrew's Church Monthly Magazine.

TOC H.

Optimism Regarding China.

London, Yesterday.

Mr. R. M. Gull, who was recently appointed Honorary Commissioner for Britain for Toc H (Talbot House) respecting China, has circularised employers in Britain, asking for the names of any employees whom they may be sending to China with a view to their getting into contact with local members of Toc H for advice and guidance. He suggests that "to no country in the world can Toc H, which tries to help to maintain Britain's good name, be of greater service than China."—Reuter.

H.M.S. SUFFOLK.

London, Yesterday.

The cruiser Suffolk has arrived at Portsmouth, where she will re-fit and recommission for her return to the Far East on October 5, arriving at Hong Kong on November 21.—Reuter.

MR. MARK YOUNG.

Career of Palestine's New Secretary.

A British Official Wireless Service message on Friday reported that the Colonial Office has announced that Mr. Mark Aitchison Young, B.A. (Cantab), Colonial Secretary for Sierra Leone, has been appointed Chief Secretary to the Government for Palestine.

Mr. Young, who was born on June 30, 1886, was educated at Eton and King's College, Cambridge. He was in the Ceylon Civil Service from 1909 to 1923 (last post, third assistant Colonial Secretary), was of military duty from 1915 to 1919; was appointed Colonial Secretary, Sierra Leone, 1923; and was acting Governor from April to September, 1929.

Printed and published for the Proprietors, the Hong Kong Herald Publishing Company, by DAVID CHRISTIAN WILSON, business manager, at 26, Wyndham Street, Hong Kong.